

# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York, Saturday, January 12, 1867.

### The American (Waltham) Watch.

The success of this company shows what can be done when genius, energy and capital are made to work together in the application of correct principles. The American Watch Co., of Waltham, Mass., commenced business ten years ago, with the assumption that the cheap European hand-made watches could not be uniform in their parts, and therefore could not be correct time-keepers. The company further assumed that if machinery could be constructed sufficiently delicate to fashion all the curious mechanism of the watch, this machinery would necessarily reproduce every spring, pinion, and wheel of exactly the same proportions; and if one perfect watch was made in this way, all others of the same kind would be like it. This was the principle—the only difficulty was in the application; and at this, invention, genius, skill and capital worked patiently, and expended liberally for months and years, until the principle was not only demonstrated to be correct, but the application a great success. The original modest workshops on the Charles River, at Waltham, have been enlarged, until the buildings now cover three acres; and instead of fifty operatives, nearly one thousand have constant employment in guiding the taper steel fingers of the curious machines, and in assorting, arranging

and putting together the hundreds of parts, that finally make the watch. We know of no instance in the history of American manufacture where a correct idea has been more thoroughly elaborated, or produced a more satisfactory result. Instead of the comparatively worthless levers, anchors, and patent levers we once imported from Europe in such great quantities, the Waltham Company have given us a reliable time-keeper at a moderate price, which they warrant to keep time; and their warrant is worth all it calls for, not only at the company's office, but with any watch dealer.

At least, one of the leading railroad companies, (the Pennsylvania,) furnishes all its engineers with these watches, as a part of their equipment; and we have no doubt that an important reason why it has suffered so few accidents from collisions, is to be found in this fact.

[NOTE.—It is estimated that the American Watch Co., of Waltham, make nearly one-half of all the watches now sold in the U. S.]

### The Ericsson Caloric Pump.

Upon the first experiment of propelling an Ocean Packet by heated atmospheric air, instead of steam; its manifest and great advantages in entire safety, economy of fuel and attendance, the comfort of passengers and increase of carrying capacity, by larger available space and better ventilation, caused thousands to hope that a new era in ocean navigation was at hand. Some of our readers will vividly remember how that noble Caloric Ship the "Ericsson" coming up our bay from an eminently successful trial trip, and making at the time over 12 revolutions per minute; was struck by a sudden squall, careened, taking in water through ports carelessly left open, and sunk in the hour of her triumph. Doubtless this was a "failure" for men reputed "Scientific" called it so, and the public were not supposed to care why her caloric machinery greatly injured by salt water, was not replaced by new of the same kind; nor for the wrecking with this ship of her heroic indomitable owner's fortune. But this principle of Capt. Ericsson's Caloric Engine was not abandoned because Mr. Kitching's ship was wrecked. It was successfully developed in small engines, the first of which was put in the market sometime in 1857.

These have had an extensive sale for a great variety of purposes, employing numerous foundry and machine shops in their construction. During the ten years many improvements have been added to the original engine, and whatever may have been the "Scientific" result of the experiment ship, it is certain that these engines are no failure, but amply justify the manufacturer's claim that their economy, facility of management, safety, durability, and reliable power are demonstrated beyond cavil.

One purpose to which they have been applied with great success, is pumping. In private houses, public buildings, in city and country for irrigation, and at railway water stations. We deem their successful use for this last purpose sufficient apology, if any were needed, for calling the attention of railway managers to this pumping engine. For such use, the 18, 24 and 32 inch cylinder engines are employed. We append a number of certificates from different roads, which speak for themselves. No parties needing power pumps can afford to ignore the claims of these pumps, and railroads requiring pumpers at water stations will do well to examine them before employing any other engines.

ENGINEER AND GENERAL SUP'T'S OFFICE,  
New York and Harlem R. R. Co.,  
New York, Oct. 18, 1866. }

JAS. A. ROBINSON, ESQ.

Dear Sir:—We have one of your engines for pumping water. It has been in use seven years; and has done, and is still doing well. The cost of running and maintaining it is very small—it receives the attention of a switchman only. As a power machine it has no equal except water itself.

Yours truly,

J. C. BUCKHOUT,  
Engineer and Gen'l Sup't.

SUPERINTENDENT'S DEPARTMENT,  
West Jersey, Cape May & Millville, & Salem  
R. R. Co.'s Office, Camden, N. J., Nov. 17, '66. }

MR. JAS. A. ROBINSON,

Dear Sir:—We have eight Caloric Engines which have been in use from three to five years pumping water to supply as many stations for the use of our locomotives. Some of the engines

were purchased in Philadelphia, and some of you, we prefer those on a solid cast iron bed plate as now made by you. Their performance has given entire satisfaction; the consumption of fuel, either wood or coal, very little, and attended by switchmen.

The cost of repairs has been small. We consider them the best appliance for the purpose above named, in use.

Very respectfully yours,  
J. VAN RENNELAER, Sup't.

OFFICE OF THE SUPERINTENDENT OF MOTIVE  
POWER AND MACHINERY,  
Eric Railway,  
New York, Nov. 23, 1866.

JAMES A. ROBINSON, Esq.

My Dear Sir:—In reply to your inquiries concerning the Caloric Engine, I will say that we have five of these engines in use at different points upon the line of the road, and they have given the best of satisfaction. They are exceedingly economical, and are subject to but a slight depreciation under long service. In each case a common station laborer attends to these engines, and in fact they are as easily attended as a common stove. I do not hesitate to heartily recommend them to Railroad Companies for water station purposes.

Truly yours,  
H. G. BROOKS,  
Sup. M. P. and M.

FITCHBURG RAILROAD,  
Superintendents Office,  
Boston, Oct. 10, 1866.

Mr. J. A. ROBINSON.

Dear Sir:—In answer to your inquiries respecting the Caloric Engines we have had in use, for the past eight years, on this road for pumping water, I am most happy to say, that they have proved perfectly successful. They are readily worked by an ordinary laborer, and do not require much more time or attention than a common coal stove. They are perfectly safe, and burn but comparatively little fuel.

Our engine at Waltham has now been in operation since Oct. 1, 1858. The water at this station is drawn from the river through a three-inch pipe, 500 feet in length, to a height of about 21 feet, and is then forced up about 20 feet over the top of the tank. The saving in fuel at this station is over eighty per cent.

At Groton Junction we use about 30,000 gallons of water per day, and in pumping this quantity of water, use less than a hundred pounds of coal.

Respectfully yours,  
C. L. HEYWOOD, Sup't.

ATLANTIC AND GREAT WESTERN RAILWAY,  
Office No. 12 Pine street.  
New York, Oct. 11, 1866.

JAS. A. ROBINSON, Esq.,  
164 Duane street.

Dear Sir:—I have pleasure in giving you the experience of our road with the twenty Ericsson Caloric Pumping Engines sold us, by you and Mr. Kitching, in the year 1864.

Without exception, they have done the work required of them faithfully and well. They are admirably adapted to railroad pumping, in fact superior to any other engine known, being vastly more economical of fuel, requiring no water, or skilled attendance, and their simplicity and abso-

lute safety enabling any employee of the road to take charge of them.

The cost of repairs has been insignificant. Your account against the company for the past twenty-four months has been hardly \$2.00 per engine. Our experience, if different in this respect from that of roads employing such engines at an earlier date, proves the superior merit of your—"Improved Caloric Engine."

I unhesitatingly recommend them to any parties who need pumping engines, and am

Yours truly,  
T. W. KENNARD,  
Constructing Engineer,  
A. & G. W. Railway.

#### Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$355,024 48	\$393,318 39
" freight.....	381,971 83	567,070 91
" mails.....	6,263 42	5,630 59
" expresses.....	9,345 19	13,002 19
Totals.....	\$752,605 63	\$979,022 08

#### Expenses, viz:

Repairs of road.....	\$115,567 74	\$111,986 15
" equipment ..	84,938 77	131,417 88
" bridges.....	5,332 58	24,482 49
" houses, gates,		
" etc.....	32,807 83	46,587 09
" depots.....	9,256 87	11,997 64
Merchandise expenses..	51,345 43	66,812 75
Fuel.....	85,335 30	97,153 86
Wages.....	71,750 23	81,436 57
Taxes and insurance ..	35,706 37	52,339 43
Rents to all other roads	42,798 17	43,597 30
Oil and waste.....	12,083 20	14,350 85
All other expenses....	33,451 19	53,381 02
	\$580,373 68	\$735,493 03

Net receipts.....\$172,231 95 \$243,529 05

The income of this company from all sources during the years named has been as follows:

	1865.	1866.
Receipts, as above ..	\$752,605 63	\$979,022 08
Rents.....	1,166 29	1,141 29
Premium on bonds....	768 50	.....
Trustees of sinking fund	9,734 82	16,145 31
	\$764,875 24	\$996,308 68
Expenses, as above ..	\$580,373 68	\$735,493 03
Interest.....	41,072 76	42,995 00
Dividends.....	105,947 36	146,400 00
Stockholders local taxes	16,320 11	21,066 96
Carried to reserve fund.	20,561 33	50,353 69
	\$764,275 24	\$996,308 68

The Reserved Fund Account at the commencement and close of each year was as follows:

	1865.	1866.
Balance from previous year.....	\$482,920 80	\$503,482 13
Transportation account.	172,231 95	244,248 92
Rents account.....	1,166 29	1,141 29
Bond account.....	768 50	.....
Accumulation of sinking fund.....	9,734 82	16,145 31
	\$666,822 36	\$765,017 65
Less dividends and int.	\$163,340 23	\$211,181 83

Reserve Sept. 30 ..\$503,482 13 \$553,835 82

The sinking fund for the redemption of the bonds of the company, which will be payable in 1873, amounts to \$250,127 13. This fund has been increased during the past year by cash payments to the Trustee \$18,300, and by its own ac-

cumulation \$16,145 81. Two dividends of four per cent. each were declared during the year, one payable in January, and the other in July, 1866, amounting free of tax, to the sum of \$146,000.

By reference to the annexed statement it will be seen that the whole cost of the construction and equipment of the road, including cost of other assets held by the company, is \$3,099,132 87; being \$553,835 82 more than the sum of the capital stock and debts of the corporation, as therein stated.

In addition to the dividends above noted, another dividend of four per cent. and taxes, was declared, payable January 1, 1867, to stockholders of record on the 6th of December. Also, a dividend of 20 per cent. payable in stock or in money at the option of the company to stockholders of record on the 5th ultimo; in settlement of which the Treasurer has been directed to call in the outstanding certificates of shares, and to issue to the holders thereof new certificates, with the following indorsement, signed by him:

"There will be due and payable on the first day of October, 1873, to the then holders of these shares, twenty per cent. on the par value thereof, payable either in the stock of the company at par or in money at the option of the Corporation, on the surrender of this certificate by the holder thereof, at the office of the Treasurer; and, until said first day of October, interest from January 1st, 1867, at the rate of three per cent. per annum on said twenty per cent. dividend will be payable on the first day of January, annually, at the office of the Treasurer, to the Stockholders of such shares as recorded on the fifteenth day of December previous."

The condition of the company at the close of each year was as follows:

Assets:	1865.	1866.
Cost of road.....	\$2,446,494 54	\$2,456,140 73
Cost of equipment ..	192,638 25	192,638 25
Notes receivable ....	154 38	154 38
Trustees of sinking fund.....	215,681 82	250,127 13
East Cambridge Flats	6,796 33	6,796 33
Fuel, materials on hand, etc.....	135,161 13	171,786 59
Cash.....	23,673 59	21,489 46
	\$3,020,600 04	\$3,099,132 87

#### Liabilities:

Capital stock.....	\$1,830,000 00	\$1,830,000 00
Bonds due in 1873...	440,000 00	440,000 00
" 1879.....	200,000 00	200,000 00
Unclaimed dividends	9,930 41	3,109 55
Notes payable.....	35,000 00	70,000 00
Balances of accounts	2,187 50	2,187 50
Reserve account ....	503,482 13	553,835 82

\$3,020,600 04 \$3,099,132 87

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, George W. Lyman, J. G. Abbott, William Minot, Jr., and Hocum Hosford.

Treasurer.—J. THOS. STEVENSON.

Superintendent.—J. B. WINSLOW.

The Legislature of Arkansas has passed an act, which was approved by the Governor on the 20th of December, incorporating a company to build the Little Rock and Fort Towson Railroad, which is to go by the way of the Hot Springs, thence in a southwestern direction to Fort Towson, passing through the State of Arkansas. It is proposed by the company, who have a capital of \$5,000,000, to extend the road on through this country and Mexico until it touches the Pacific shore. It is also proposed that the road shall



connect with the Little Rock and Memphis Railroad.

#### Southwestern (Ga.) Railroad.

This road is 106.10 miles in length, commencing at the city of Macon, and running thence, via Fort Valley, Americus and Smithville, to Albany. At Fort Valley commences the branch to Butler, 22 miles in length; at Smithville, the branch to the Chattahoochee, opposite Eufaula, 59.08 miles; and at Cuthbert, on the line of the latter road, the Cuthbert and Fort Gaines Extension, thence to Fort Gaines, 21.89 miles—making the total length of road and branches 209.07 miles. The following is a comparative statement of the earnings of this road during the fiscal years ending July 31, 1860 and 1866:

	1860.	1866.
From up freight.....	\$203,818 75	\$328,945 62
" down freight.....	214,270 07	178,343 86
" up passage.....	113,570 01	47,322 05
" down passenger ..	115 627 29	260,732 45
" U. S. mail.....	23,082 55	.....
" miscel. sources...	6,527 20	41,501 62
	\$676,895 87	\$856,845 60

The expenses for operating the road in 1865-'66, were:

Repairs of road .....	\$223,276 78
" buildings ....	4,479 17
Fuel and water.....	24,276 84
Maintenance of motive power.....	72,583 77
Maintenance of cars ....	70,809 25
Transportation expenses.	111,575 78
Incidental expenses.....	6,042 59
	513,044 13

Showing net earnings for the year of \$343,811 47  
To which add new bonds issued for construction .....

Making the total sum of.....	\$401,801 47
From which deduct—	
February div. of 4 per ct.	\$127,936 00
Interest on bonds to date.	73,513 34
Revenue tax .....	26,934 85
Bonds paid to date.....	60,500 00
Annuity three years to city of Macon.....	3,750 00
Paid for construction....	40,804 20
" 47 freight cars..	36,598 00
Macon depot.....	60 00
	370,096 39

Leaving a surplus of.....\$31,705 08

The number of miles of road in use during the year was only 187½—the iron from the Fort Gaines branch having been removed during the war. The total earnings per mile were therefore \$4,569 84; the expenses, \$2,736 24—and the net earnings, \$1,833 60. There were transported during the year 87,250 bales of cotton, of which 77,972 bales were from the Southwestern Railroad proper, and 9,278 bales from the Columbus and Muscogee Railroad. The number transported in 1860 was 206,307—a decrease of 119,057. By the Southwestern Railroad to Macon there were 27,473; from Columbus and Muscogee Railroad to Macon 1,680 bales, total 29,153—a decrease to Macon the past year of 3,508 bales. Number of through passengers for the year 10,867; way do, 104,920—total, 115,787; being an average per day of 317, against 353 in 1860, and 1,162 in 1865. Total number of passengers carried over the road since it was opened, July 1, 1861, 2,018,287.

The company had 22 locomotives, of which 10 were in good order, 3 were in shop for repairs,

7 wanting repairs, and 2 were out of use; 13 first class, 7 second class and baggage, 8 mail and express, 12 conductor's, and 210 box, platform, stock and provision cars.

Number of miles run by passenger and mail trains, 122,660; by freight and other trains, 141,864—total, 264,524. The President, in his report, says:

As remarked in a former report, there fell due in 1862, 1863, 1864, and in the spring of 1865, bonds of this company, amounting to \$60,500 00, which were not presented for payment as they respectively fell due, but have been presented and paid during the past fiscal year, as will be seen above.

In addition to the bonds, the interest coupons were retained in the hands of the holders, and we have paid during the same time upwards of \$50,000 00 interest, which had accrued prior to 1865. We have also purchased forty-seven freight cars, at a cost of \$36,598 00. This purchase was made from the United States Government, at Nashville, and became necessary as our old rolling stock was not only much reduced in quantity, but its usefulness much impaired for want of proper materials to keep it in running order.

Your attention is also directed to the item of construction, which amounts to \$40,804 20. Of this sum \$35,744 20 have been expended on the bridge over the Chattahoochee River and the depot grounds at Eufaula. The remainder has been spent in reconstructing the branch road from Cuthbert to Fort Gaines. You are aware that an order was issued by General Beauregard, during the war, to take up the iron on the above branch road; which was done, and distributed as follows: a portion to the Central, the balance to the Macon and Western and Atlanta and West Point Railroads. These roads are now returning part of said iron, and have agreed to purchase the balance from this company.

We have purchased during the past Spring 500 tons of T rail of the Chattanooga Rolling Mills, weighing fifty-one pounds to the yard, and paid for the same out of the receipts and earnings of the road. We will need and expect to buy between 600 and 700 tons more of iron, which we hope to be able to pay for from the sale of the iron mentioned above, taken from our branch road; likewise from sales of our old and worn rails now on hand.

There is another item of expense connected with our past year's operations, which your road has not been subjected to heretofore, and to which we would call your attention. We allude to revenue tax; amount paid since our last report, \$26,934 85. The greater portion of this amount has been assessed on our gross earnings monthly, which are subject to a tax of two and one-half per cent.

The Board has been particular in directing your attention to these more than ordinary expenditures, because the net earnings of the road have been more than sufficient to have paid its stockholders a dividend of \$4 00 per share, for the past six months, and would have done so, had the holders of the bonds and interest coupons presented them for payment at maturity. But as they became due during the existence of the war, and Confederate Treasury notes being the only circulating medium at the time, parties holding these securities preferred retaining them rather than receive the then existing currency. For the future, the Board sees no reason why regular dividends should not be declared and paid to the stockholders, of at least eight per centum per annum. As your road is mainly dependent upon the agricultural products of the section of country through which it penetrates, for its maintenance and support, the Board feels that, notwithstanding the reports which reach them of the shortness of the cotton crop, that the area or breadth of land seeded is greater than usual, in some of the counties contiguous to your line of road, and that, although the yield per acre may not be so large as formerly, the increased number

of acres will go far in making up the deficiency.

The Board, knowing the importance of keeping not only the line of road in good running order, but the rolling stock, and everything else connected with it, so as to insure a safe transit of passage and freight, and believing at the same time that the stockholders are entitled and should receive a reasonable interest upon their investment, have been compelled, from the necessity of existing circumstances, to increase the rates of passage and freight from what it was in 1860, to an average of about fifty per cent. It is needless to say, as it is patent to every one, that this increase does not correspond with the increased price of labor and materials of every kind necessary to carry on the operations of your road. These have increased from one hundred to three hundred per cent. more than they were in 1860; and whilst the Board would be gratified, were it consistent with your interest, to still lessen the tariff of passage and freight, it cannot at the present time do so without doing you both an injury and an injustice. But should circumstances intervene so as to cause a diminution of prices of material, labor, etc., the Board will take great pleasure in arranging a corresponding tariff of freight and passage.

The receipts and disbursements of the funds of the company to August 1, 1866, have been as follows:

Capital stock.....	\$3,203,400 00
Funds for extension of road.....	66 00
Bond account issued for 20 years...	328,000 00
" " 10 "	58,500 00
" " 20 "	.....
endorsed.....	51,000 00
Fare tickets issued.....	21,020 00
Freight earnings.....	513,178 64
Passenger ".....	323,182 32
Due other roads .....	5,105 63
Unclaimed dividends, Macon list...	74,365 00
" Savannah list.	37,185 00
Premium and discount .....	1,098 57
Bills payable.....	12,532 04
Profit and loss .....	179,919 79
	\$4,808,552 99
Construction.....	\$3,350,605 67
Locomotives and cars .....	286,258 14
Macon depot .....	51,829 63
Tools and machinery .....	10,300 00
Land and negroes.....	83,185 00
Interest on bonds .....	73,513 34
Internal revenue tax .....	26,934 85
Annuity to city of Macon.....	3,750 00
Stock in other companies.....	23,173 66
New York Steamship Navigation Co.	10,000 00
City of Columbus bond .....	5,000 00
Montgomery and West Point R. R.	.....
bond.....	1,000 00
Transfer agent.....	4,162 13
Macon and Western Railroad.....	5,307 39
Suspense account.....	99,761 42
Dividend No. 25, paid .....	101,908 00
Balance .....	179,019 63
	\$4,808,552 99

President.—WILLIAM S. HOLT.

Directors.—John W. Anderson, Wm. A. Black, T. M. Furlow, John McNab, John E. Jones, W. M. Wadley, and Virgil Powers.

Treasurer.—JOHN T. BOIFEUILLET.

Engineer and Sup't.—VIRGIL POWERS.

#### Cleveland and Pittsburg Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: James H. Banker, C. W. Durant, David Dows, Thos. Slocomb and John Steward, of New York; J. H. Tracy of Chicago; J. N. McCulloch, of Wellsville, Ohio; W. W. Holloway, of Bridgeport, Ohio; B. F. Jones and J. H. Shoenberger, of Pittsburg, and J. F. Clark and T. P. Handy of Cleveland.

**Dry Goods Trade.**

The imports of foreign dry goods at the port of New York for each month of the years 1865 and 1866, are officially stated as follows:

	1865.	1866.
January.....	\$2,350,635	\$15,769,091
February.....	3,723,690	16,701,578
March.....	5,324,599	15,833,278
April.....	3,869,706	7,336,564
May.....	3,913,468	7,299,112
June.....	5,442,068	6,775,244
July.....	7,226,233	10,727,468
August.....	13,462,212	14,870,338
September.....	11,198,257	9,175,675
October.....	12,187,332	8,485,550
November.....	12,687,947	7,259,236
December.....	10,578,991	5,989,731

Total.....\$91,965,138 \$126,222,855

The following table shows the classification of these imports in comparison with the preceding year:

	1865.	1866.
Manufactures of wool.....	\$36,074,585	\$50,405,179
" cotton.....	15,350,064	21,287,490
" silk.....	20,556,261	24,837,734
" flax.....	15,402,602	20,456,870
Miscellan's dry goods.....	4,581,626	9,235,582

Total imports...\$91,965,138 \$126,222,855

The value of foreign dry goods entered directly for consumption at the port of New York during the past two years is as follows:

	1865.	1866.
January.....	\$1,320,669	\$10,738,030
February.....	2,478,793	11,979,918
March.....	3,838,535	10,548,433
April.....	2,509,347	4,966,626
May.....	2,667,469	4,850,893
June.....	4,260,661	3,873,573
July.....	4,924,089	7,862,548
August.....	11,511,752	9,096,521
September.....	10,087,555	6,348,181
October.....	10,293,995	5,462,752
November.....	9,836,557	3,788,539
December.....	6,960,983	2,417,692

Total.....\$70,690,405 \$81,933,706

The value of foreign dry goods entered for warehousing during the same time was:

	1865.	1866.
January.....	\$1,029,966	\$5,081,061
February.....	1,244,897	4,721,660
March.....	1,486,064	5,284,840
April.....	1,360,359	2,369,038
May.....	1,245,999	2,448,219
June.....	1,181,407	2,901,671
July.....	2,302,144	2,864,915
August.....	1,950,460	5,773,817
September.....	1,110,702	2,827,494
October.....	1,893,337	3,022,798
November.....	2,851,390	3,470,697
December.....	3,618,008	3,572,039

Total.....\$21,274,733 \$44,289,149

The value of foreign dry goods withdrawn from warehouse was:

	1865.	1866.
January.....	\$1,393,534	\$3,775,612
February.....	1,682,311	3,238,900
March.....	2,424,007	3,943,181
April.....	1,457,029	3,569,177
May.....	3,698,800	2,351,454
June.....	1,369,108	3,104,174
July.....	2,106,366	2,229,508
August.....	2,987,070	5,512,279
September.....	1,489,600	3,708,415
October.....	833,970	1,983,305
November.....	853,601	1,945,666
December.....	877,167	1,289,565

Total.....\$21,172,563 \$36,653,236

The total imports of foreign dry goods at this port since the year 1849, compare as follows:

Year.	Invloiced Value.	Year.	Invloiced Value.
1849.....	\$44,435,571	1858.....	\$60,154,504
1850.....	60,106,375	1859.....	113,152,624
1851.....	62,846,731	1860.....	103,927,100
1852.....	61,654,144	1861.....	43,636,689
1853.....	93,704,211	1862.....	56,121,227
1854.....	80,842,936	1863.....	67,274,547
1855.....	64,974,062	1864.....	71,589,752
1856.....	93,362,893	1865.....	91,965,138
1857.....	90,534,129	1866.....	126,222,855

**Grain Trade of Chicago.**

The receipts and shipments of flour at Chicago during 1866, and the four preceding years have been as follows:

Receipts. bbls.	Shipments. bbls.
1862.....	1,663,391
1863.....	1,474,284
1864.....	1,141,791
1865.....	1,186,561
1866.....	1,857,200

This shows an increase in receipts of flour in 1866 over 1865 of 670,639 bbls.; and in shipments of 774,573 bbls.

The receipts and shipments of corn during the same years were:

Receipts. bush.	Shipments. bush.
1862.....	29,449,328
1863.....	26,450,568
1864.....	13,623,087
1865.....	25,125,638
1866.....	33,035,031

The increase in receipts is here shown to be 7,909,393 bushels; and in shipments 8,752,201 bushels. It will be noted also that the receipts and shipments of 1865 were nearly double those of 1864. This gain is entirely owing to the large and excellent crop of 1865, which in quantity and quality has never before been excelled in the west.

The receipts and shipments of wheat at Chicago during the years named were as follows:

Receipts. bush.	Shipments. bush.
1862.....	13,978,116
1863.....	11,180,344
1864.....	11,257,196
1865.....	9,465,618
1866.....	11,960,991

The receipts of wheat in 1866 exceed those of 1865 by 2,495,393 bushels; and the shipments by 2,892,182 bushels. It will be noticed that the business of 1865 was exceedingly small. In 1862 it was much larger even than in 1866. The average receipts for the five years given were 11,568,453; and the average shipments 10,428,797.

The receipts of barley during the year 1866 were 1,505,590 bushels; in 1865 they were 1,595,754—a decrease of 90,164.

The receipts of rye were 1,935,818 bushels, against 1,116,109 in 1865, and 969,116 in 1864.

The receipts of oats were 10,048,320 bushels against 10,337,899 in 1865, and 13,653,941 in 1864.

The total receipts of all Grain—Flour into Wheat—aggregate 67,771,750 bushels, against 53,622,823 bushels received in 1865—showing an increase of 14,148,927, or a little over twenty-six per cent.

Had it not been for the partial destruction of the Wheat, Rye and Barley crops, in 1865 and 1866, the receipts for the year just closed would have shown a much greater increase. Next year a large gain in receipts is not expected, owing to the damages inflicted on the crops by the rains, in August and September. The early frosts in the

middle of September and the late rains, greatly retarded the growth of the Corn crop, and in many sections it never reached its full development.

**Railroad from Greenfield to Turner's Falls.**

The engineer of the Hartford and New Haven Railroad, it is stated, is preparing plans and specifications at the office of the Connecticut River Railroad in Springfield, for the proposed branch line from Greenfield to Turner's Falls. The line will be about three and a half miles in length, and the largest part of the work of construction will be required in excavating several hundred feet through a rocky ledge near the river, and in building the bridge over the Connecticut. The junction with the Connecticut River Railroad will be made about a half mile above the present passenger depot at Greenfield. The Legislature will be petitioned at its next session for an act authorizing its construction. The Connecticut River Railroad will probably build the road next season, and also begin the grading for the extension of their double track from Chicopee to Holyoke.

**Debts of Massachusetts Cities.**

From the different messages we gather the following items in regard to the debts of the several cities of this State:

Cities.	Debts.
Boston.....	\$13,020,375 91
Charleston.....	1,387,150 00
Cambridge.....	871,092 00
Lynn.....	450,500 00
Lowell.....	293,560 81
Lawrence.....	326,900 00
Fall River, about.....	280,000 00
Springfield.....	334,692 99
Newburyport.....	214,723 61

The construction of the Cincinnati Branch of the Louisville and Frankfort Railroad is now regarded as certain. The Lexington Observer states that subscriptions to the bonds amounting to \$1,500,000 have been closed, and that as much more could have been obtained if necessary.

**Finances of Indiana.**

The condition of the State Treasury on the 1st of November, 1866, according to the report of the Auditor was as follows:

Balance from previous year.....	\$86,051 34
Total receipts.....	3,957,035 23

Total.....	\$4,043,086 57
Warrants drawn.....	3,661,564 68

Balance in Treasury Nov. 1, 1866... \$381,521 89

Being a difference in favor of the present year, as against last, of.... \$275,470 55

The receipts have been made up from the following sources:

Revenue.....	\$1,764,653 59
Common school.....	1,114,345 02
State debt sinking fund.....	540,212 55
Relief of soldiers' families.....	82,428 33
Miscellaneous.....	455,395 74

Total as above.....\$4,043,086 57

The disbursements have been for the following:

Ordinary expenditures.....	\$242,281 71
Office expenditures.....	27,100 86
Public institutions.....	426,359 44
Military expenditures.....	306,394 01
Public indebtedness.....	1,048,087 89
College fund.....	24,217 08
Common school fund.....	1,164,114 27
Miscellaneous.....	423,009 42

Total as above.....\$3,661,564 68



It will be seen that the disbursements for the common school fund have been fifty thousand dollars more than the receipts, which sum has been paid by the Treasury upon the amount due that fund from the State. The receipts last year were \$2,742,989 19, showing an increase of \$1,214,046 04. Last year the disbursements were \$3,901,826 52, a decrease this year of \$240,261 84. The increase of receipts have arisen principally from the large increase of valuation, and the increase from ten to sixteen cents tax on the school fund.

The levy for taxes for the year 1866 is as follows:

State tax .....	\$1,602,657 80
School tax .....	1,030,063 26
Sinking fund tax .....	1,118,600 56
County tax .....	3,214,729 33
Road tax .....	562,702 51
Township tax .....	290,690 25
Special school tax .....	902,877 28
Township library tax .....	44,492 79
Dog tax .....	164,840 00
Bounty tax .....	874,167 30
Other tax .....	276,647 41

Total for 1866 .....	\$10,167,884 39
Delinquencies for 1865 and previous year .....	1,389,786 05

Total .....

The valuation of real and personal property in 1865 and 1866 is as follows:

	1865.	1866.
Number of acres .....	22,186,088	22,380,504
Value, without improvements .....	\$247,686,046	\$257,746,560
Value of improvements .....	60,309,071	60,758,441
Value of lands and improvements .....	311,133,724	243,304,658
Value of town lots .....	28,319,072	29,388,021
Value of improvements on town lots .....	30,209,730	33,993,888
Value of lots and improvements .....	62,257,337	66,488,688
Valuation personal property .....	197,067,339	194,814,483

Total valuation .....	\$567,381,553	\$578,484,109
Number of Polls .....	198,271	228,878

This shows an increase for the year of 30,607 polls, and \$11,102,556 in the valuation of taxable property, and an increase over the valuation of 1864, of \$61,678,110, of which \$44,877,933 is the increase of the valuation of personal property, and about six millions increase in the valuation of improvements in town property.

There are due the different funds the following amounts, Nov. 1, 1866:

College fund .....	\$597 43
Saline fund .....	34,323 89
Bank tax fund .....	24,636 38
Surplus revenue tax .....	786 61
Three per cent. fund .....	32 13
Fund from estates without heirs .....	8,911 28
Common school fund .....	40,613 56
State debt sinking fund .....	324,585 28
Swamp land fund .....	58,736 16

On hand in treasury .....	\$493,182 72
	381,521 89

Showing a deficit of .....

On the first of November, 1865, the amount due these funds was \$563,800, a reduction during the year of \$70,617 38, fifty thousand dollars of which has been paid to the common school fund.

The excess of receipts over expenditures during the past year is \$275,470 55. During 1865, the receipts were \$2,742,989 19, and the expenditures

\$3,901,826 52, an excess of expenditures amounting to \$1,198,837 33.

The expenses contrasted for the two years are:	
1865 .....	\$3,901,826 52
1866 .....	3,661,564 68

Balance in favor of 1866 .....

The amount of free bank circulation outstanding on the 1st of April, 1865, was \$1,293,750; on the 31st of October, 1866, there was but \$73,770, showing a reduction during eighteen months of \$1,219,980.

#### Interest and Dividends.

The Terre Haute and Indianapolis Railroad Company have declared a semi-annual dividend of five per cent., free of United States Tax, payable January 7.

The Columbus and Indianapolis Central Railroad Company have declared a quarterly dividend of two and a half per cent., free of Government tax, payable at the company's office at Columbus, Ohio, on and after the 15th inst.

The Lehigh Valley Railroad Company have declared a quarterly dividend of two and a half per cent., payable January 17, 1867.

The Ogdensburg and Lake Champlain Railroad Company have declared a dividend of \$3 per share on the common stock, payable Feb. 1, free of U. S. Tax.

The Milwaukee and St. Paul Railway Company have declared a dividend of ten per cent., payable in Common Stock or, at the option of the company, of five per cent. cash to the Preferred Shareholders as shown by their books, January 1st 1867. The transfer books will be re-opened January 20, 1867, and the dividend will be due to those in whose names the stock stands on that day. Dividend payable on or before June 1st, 1867.

The Erie Railway Company have declared a dividend on the preferred stock out of the earnings of the year ending Dec. 31, 1866, of 7 per cent., less Government tax, payable on the 21st inst.

The Winnisimmet Railroad Company have declared a dividend of \$1 per share, payable Jan. 15. The Berkshire, 1½ per cent.; Concord and Portsmouth, 3½; Pittsfield and North Adams, 3; Taunton Branch, 4; Cape Cod, 5; Worcester and Nashua, \$4 per share; Cheshire, \$2 50; Ogdensburg and Lake Champlain, \$3 per share.

#### Northern Pacific Railroad.

The communication from the Secretary of War, transmitting facts and estimates concerning the Northern Pacific Railroad, recently sent to the Senate in response to a resolution, covers a statement from the Quartermaster-General, who estimates that transportation will be required for fifteen hundred men and \$15,330,000 worth of military supplies, basing the calculation upon the supply of fifteen military posts, each named, with one hundred and forty foot and seventy mounted men, ten of them from the eastern terminus, and five from the western.

The estimates of the cost of the road, prepared by Brevet Brigadier-General Simpson, are as follows: For construction of 2,044 miles of road, \$149,488,665; for rolling stock and fixtures, at \$112,000 per mile, \$228,994 86; for steamers on the Missouri and Columbia rivers, \$3,000,000; for engineering and contingencies, \$10,000,000; for

tunnelling, beyond the estimated average per mile, \$11,078,398. These and other items make a total of \$206,600,340, or an average per mile of \$101,040.

#### Lewisburg, Centre and Spruce Creek R. R.

At a meeting of the stockholders of this company, held at Lewisburg, Pa., on the 26th ult., it was voted to transfer the franchises of the company to the "Philadelphia and Erie Company, or any other company that will guarantee to commence the road and complete it without delay from the eastern terminus of the Philadelphia and Erie road, at least as far westward as Lewisburg." The following is the text of the preamble and resolution which was adopted by a vote of 318 to 3:

Whereas, By a vote of the stockholders of the Lewisburg, Centre and Spruce Creek Railroad Company, held this 26th day of December, 1866, at the Riviere House in the borough of Lewisburg, Union County, Pennsylvania, it was decided in favor of transferring the charter of said company to the Philadelphia and Erie Railroad Company, or to any other railroad company that will without delay commence said road at the eastern terminus, or at the Philadelphia and Erie Railroad, and complete it at least as far as Lewisburg; therefore

Resolved, That Colonel Eli Slifer, Hon. John Walls, Hon. George F. Miller, James P. Coburn, and Robert H. Duncan, Esqs., be and are hereby appointed a committee, by said stockholders of the Lewisburg, Centre and Spruce Creek Railroad Company, to carry out the arrangements voted for this day, with full power and authority to make the transfer on obtaining a sufficient guarantee for the commencement of the road at the eastern terminus, or at the Philadelphia and Erie Railroad, and complete it without delay at least as far as Lewisburg, and to report to the next meeting of the board of directors or meeting of the stockholders.

#### Terre Haute and Indianapolis Railroad.

A despatch from Indianapolis, dated January 6, says: The Indianapolis and Cincinnati Railroad Company have purchased the Indianapolis and Terre Haute Railroad, as an addition to their own line. The Terre Haute road will be run in the interest of the Bellefontaine and Lake Shore Railroad. The stockholders of the Terre Haute road receive over fifty per cent. premium for their stock. The Terre Haute road has the best road bed and equipment in the State or the West, and has paid well. One reason for selling was probably in consequence of the Cincinnati road threatening to construct a competing parallel line from Martinsville westward, at which point it has a branch road.

The Chicago and Michigan Grand Trunk Railroad which proposes to connect with the Port Huron road at Lansing, and reach Chicago by way of Hastings and Pawpaw, St. Joseph and Michigan City, has now about \$275,000 worth of stock subscribed. Extensive surveys of the route have been made, and it is believed the right of way will in most instances be granted. Hon. A. H. Morrison is President; J. P. Thresher, Secretary; and B. C. Hoyt, Treasurer.

During the past year the following loans of the City of Philadelphia have been purchased and cancelled: Plain 5 per cent. loan, \$59,750 35; Plain 6 per cent., \$441,113 35; Pennsylvania Railroad, \$315,600; North Pennsylvania Railroad, \$144,800; Hempfield Railroad, \$47,900; making a total of \$1,000,163 70.

## MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
<b>COPPER:</b>					<b>COPPER:</b>					<b>IRON:</b>					<b>GOLD:</b>				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L.S.	25	8	20,000	54	Broad Top.....Pa.	50	---	---	---	Acadia.....N.S.	8	---	100,000	---
Acton Vale.....Ca.	5	---	50,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N.Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L.S.	25	3	20,000	---	Lake.....Ca.	25	2	20,000	---	Foster....." "	---	---	---	---	Albion....." "	3	---	100,000	---
Alma....." "	25	11	20,000	---	Lawrence.....L.S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Altona.....Col.	5	---	100,000	---
Albany and Boston....." "	60	25	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N.Y.	5	5	100,000	---	American.....Col.	100	---	50,000	---
Algoma....." "	25	3	20,000	---	Logan....." "	3	---	100,000	---	George's Creek.....Md.	100	100	10,000	104	American Flag.....Col.	10	---	60,000	2.30
Alouez....." "	25	1	20,000	4	Lower California.....Mo.	50	---	40,000	---	Harewood....." "	5	5	20,000	---	Ascot.....Can.	100	---	50,000	---
American....." "	25	1	20,000	---	Lyster.....Ca.	2	---	200,000	---	Lake Superior.....L.S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	3.40
Amygdaloid....." "	25	17	20,000	---	Madison.....L.S.	25	0	20,000	---	Mount Pleasant.....Pa.	50	50	10,000	---	Baltic.....Col.	---	---	---	---
Anita.....Cal.	---	---	20,000	---	Malden....." "	25	6	20,000	---	Teal Lake.....L.S.	25	---	20,000	---	Bates & Baxter....." "	---	---	---	2.25
Annapolis.....Md.	10	---	50,000	---	Mandan....." "	25	2	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton....." "	5	---	100,000	1.20
Areadia.....L.S.	25	---	20,000	---	Manhattan....." "	25	4	20,000	24	Lead and Zinc....." "	---	---	---	---	Black Hawk....." "	100	---	50,000	---
Arizona.....Ariz.	100	---	100,000	---	Marquette....." "	25	3	20,000	---	Amenia.....N.Y.	5	---	100,000	---	Bob Tail....." "	10	---	100,000	---
Arnold.....L.S.	25	---	20,000	---	Maryland.....Md.	5	---	20,000	10c	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	10	---	10,000	---
Ascot.....Ca.	30	---	20,000	---	Massachusetts....." "	25	---	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs....." "	10	---	100,000	---
Astor.....L.S.	25	1	20,000	---	Massachusetts....." "	25	---	20,000	---	Champion.....N.Y.	---	---	---	---	Bullion.....Mtna.	5	---	200,000	---
Atlas....." "	25	2	20,000	34	Medora....." "	25	1	20,000	---	Clute....." "	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Astee....." "	25	4	20,000	4	Mendota....." "	25	1	100,000	4	Continental....." "	2	2	200,000	---	Chebucto.....N.S.	5	---	100,000	---
Balt. and N.C.....N.C.	5	---	20,000	---	Merrimac....." "	25	6	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Bay State.....L.S.	25	18	20,000	10	Merryweather....." "	25	---	20,000	---	Erie.....N.Y.	10	---	40,000	---	Central Gold....." "	5	---	20,000	---
Beaver....." "	25	2	20,000	---	Meteor....." "	25	---	20,000	---	Gay's River....." "	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca.	5	---	125,000	40c	Michigan....." "	25	---	20,000	---	Hampton.....Mass.	6	---	100,000	---	Jobden.....Idaho.	10	---	100,000	---
Black River....." "	25	---	20,000	---	Middlesex....." "	25	---	20,000	---	Jefferson.....N.Y.	---	---	---	---	Columbia.....Nev.	100	---	300,000	---
Bohemian.....L.S.	25	17	20,000	---	Milton....." "	25	---	20,000	---	Kings Hill....." "	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	16.8
Bolton.....Ca.	5	---	20,000	1	Minnesota.....L.S.	25	1	20,000	---	Lake Superior.....Mich.	5	---	200,000	---	Copalsinsche....." "	50	---	250,000	---
Boston.....L.S.	25	2	20,000	50c	Missisquoi.....Ca.	2	---	150,000	12	Lancaster.....Pa.	5	---	50,000	---	Corydon....." "	25	---	100,000	5.80
Brooklyn.....L.S.	25	2	20,000	---	Morrison.....L.S.	25	---	20,000	---	Lehigh.....Pa.	---	---	---	47	Continental....." "	100	---	20,000	---
Brome.....Ca.	5	---	100,000	---	Nashua....." "	25	---	20,000	---	Macomb.....N.Y.	5	---	110,000	---	Denver....." "	20	---	50,000	---
Cabot.....L.S.	25	---	20,000	---	National....." "	25	6	20,000	17	Maine.....Me.	10	---	50,000	---	Downville....." "	1	---	800,000	---
Caledonia....." "	25	5	20,000	---	Native....." "	25	2	20,000	1	Mineral Point.....N.Y.	5	---	100,000	---	Eagle....." "	10	---	100,000	---
Cambridge....." "	25	5	20,000	---	Nebraska....." "	25	1	20,000	---	Morgan....." "	5	---	100,000	---	East Bannock.....Mtna.	2	---	100,000	---
Canada.....Vt.	4	1	100,000	60c	Nequaquet....." "	25	---	20,000	---	Mount Hope.....N.Y.	2	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carp Lake.....L.S.	25	---	20,000	---	New England.....L.S.	25	2	20,000	---	New Hampshire.....N.H.	5	---	100,000	---	Empire....." "	20	---	250,000	---
Cascade....." "	25	---	20,000	---	New Jersey cons.....N.J.	10	---	100,000	---	New Jersey.....N.J.	100	---	12,000	---	Excelsior....." "	10	---	30,000	---
Central....." "	25	5	20,000	60	Newton.....Ca.	1	---	200,000	---	N.Y. & Boston.....N.Y.	10	---	100,000	---	Garrison's....." "	50	---	100,000	---
Champlain.....Ca.	1	---	200,000	---	New York.....L.S.	25	1	20,000	---	Oswegatchie.....Ca.	5	---	100,000	25c	Gem....." "	50	---	25,000	---
Chatham....." "	2	---	200,000	---	N. Y. & Passaic.....N.J.	5	---	100,000	---	Phenix.....N.Y.	5	---	50,000	---	Golconda....." "	20	---	250,000	---
Chetcamp....." "	5	---	30,000	---	North Cliff.....L.S.	25	4	20,000	1	Placenta Bay.....N.F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L.S.	25	---	20,000	---	North State....." "	25	3	20,000	1	Ramsey.....Ca.	25	---	20,000	---	Gold Mining....." "	100	---	50,000	---
Clifton....." "	25	---	20,000	---	North Western....." "	25	11	20,000	3	Rochester.....Ca.	2	---	200,000	---	Gunnell....." "	10	---	500,000	1.30
Collins....." "	25	---	20,000	---	Norwich....." "	25	11	20,000	8	Rosale.....N.Y.	5	---	100,000	---	Gunnell Central....." "	50	---	20,000	---
Concord....." "	25	4	20,000	4	Ogima....." "	25	7	20,000	8	Shawangunk.....N.Y.	5	---	100,000	---	Gregory....." "	50	---	20,000	---
Consolidated....." "	25	5	20,000	---	Ottaville.....N.Y.	5	---	100,000	---	Sussex.....N.J.	5	---	125,000	---	Great Western....." "	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ontonagon.....L.S.	25	---	20,000	---	Union.....Pa.	5	---	100,000	---	Hope....." "	25	---	80,000	1.00
Copper Creek.....Wia.	25	---	20,000	---	Pacific.....L.S.	1	---	200,000	---	Walkill.....N.Y.	---	---	---	1.45	Holman....." "	2	---	150,000	0.23
Copper Falls.....L.S.	25	24	20,000	47	Pennsylvania....." "	50	50	20,000	---	Warren.....N.H.	---	---	---	---	Idaho.....Nebra.	---	---	100,000	---
Copper Harbor....." "	25	1	20,000	---	Pewabic....." "	25	5	20,000	23	White Mountain....." "	---	---	---	---	Isaac's Harbor.....N.S.	5	---	100,000	---
Copper Hill.....Wia.	1	---	20,000	---	Phila. & Boston....." "	25	3	20,000	6	Coal & Anthracite.....Pa.	25	---	60,000	64	Kansas Colorado.....Col.	10	---	100,000	---
Corinth.....Vt.	2	---	100,000	---	Pittsburg & Boston....." "	25	5	20,000	46	Appleton.....Pa.	50	50	50,000	104	Kip & Buel....." "	2	---	100,000	---
Cornwall.....Vt.	2	---	100,000	---	Pontiac....." "	25	10	20,000	1	Atlantic & G. C.....Md.	---	---	---	65c	Lake Major.....N.S.	50	---	12,000	---
Dacotah.....L.S.	25	3	20,000	24	Preacott.....Ariz. T.	100	---	100,000	---	Baltimore....." "	100	100	---	---	Mariposa.....Cal.	100	100	50,976	12
Dana....." "	25	3	20,000	24	Providence....." "	25	---	20,000	---	Beaver Valley....." "	12	---	40,000	---	Du. preferred....." "	100	100	57,744	30
Deep River.....N.C.	25	20	20,000	---	Quincy....." "	10	10	20,000	35	Belmont....." "	50	50	10,000	2	Mammoth.....Col.	10	---	100,000	---
Delaware.....L.S.	25	---	20,000	---	Republie....." "	25	---	20,000	---	Big Mountain.....Pa.	5	---	100,000	4	Manhattan....." "	10	---	100,000	---
Derby....." "	25	---	20,000	---	Revolute....." "	25	---	20,000	---	Bridgeport.....Pa.	10	10	30,000	---	Massachusetts....." "	5	---	250,000	---
Devon....." "	25	1	20,000	---	Ridge....." "	25	6	20,000	---	Broad Mountain....." "	10	10	30,000	---	Mount Vernon.....Nev.	10	---	300,000	---
Dorchester....." "	25	---	20,000	---	Rochester....." "	25	---	20,000	---	British American.....N.S.	---	---	---	---	Montana.....Col.	4	---	100,000	0.65
Douglas....." "	25	---	20,000	---	Rockland....." "	25	12	20,000	9	Cape Briton.....N.S.	2	2	200,000	1	National....." "	10	---	300,000	---
Dover.....Ca.	2	---	200,000	---	Roseoe.....Ca.	1	---	20,000	6	Cameron.....Pa.	50	---	50,000	10	New York City.....Nev.	100	---	50,000	---
Dudley.....L.S.	25	1	20,000	---	St. Clair.....L.S.	25	3	20,000	6	Central.....Pa.	100	100	20,000	60	New York.....Col.	10	---	100,000	2.35
Dunham.....Ca.	2	---	200,000	---	St. Plavien.....Ca.	25	---	20,000	---	Columbian....." "	50	50	20,000	---	N. Y. & Nevada.....Nev.	10	---	100,000	---
Durham....." "	5	---	200,000	---	St. Louis.....L.S.	25	1	20,000	8	Consolidation.....Md.	60	---	10,000	---	N. Y. & N				



### PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed: equivalent in single track.	Length, in miles or projected.	Equipment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '65	3.36					Boston and Chelsea	\$110,000	\$19,000			\$8,800	\$9,200			41
30 Nov. '65	4.52		208	31		Broadway, Boston	324,225	350,000		7,297	144,680	10,130			43
30 Nov. '65	27.43					Cambridge	734,671	727,800	150,000	94	(Union Co.)				94
30 Nov. '65	3.75					Dedham and West Roxbury	53,229	41,000		12,229	(Metro pol'n)				
30 Nov. '65	2.74		29	6		Lowell (Horse)	45,119	43,706		1,413	15,157	loss.			
30 Nov. '65	12.50		197	32		Lynn and Boston	275,739	200,000	50,000		150,157	loss.	4		25
30 Nov. '65	3.41					Malden and Melrose	60,260	200,000	64,452	66,222	64,259	(Malden exes)			25
30 Nov. '65	3.07					Medford and Charlestown	36,600	21,000	10,000		(Middlesex)			50	25
30 Nov. '65	33.74		540	151		Metropolitan (Boston)	1,492,107	2,250,000		287,160	651,602	loss.	3		53
30 Nov. '65	3.87		255	41		Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577			47
30 Nov. '65	5.69		60	9		Quincy	154,233	71,600	58,400	56,500	708,341	loss.			
30 Nov. '65	6.75		52	16		Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975			
30 Nov. '65	2.63					Somerville	50,000	50,000			(Middlesex)		5		25
30 Nov. '65	2.50		10	3		Stoneham street (Boston)	36,800	33,000			8,241	1,091			30
30 Nov. '65	6.74					Suburban	85,500	5,000			(Mal. & Mel.)				47
30 Nov. '65			352	63		Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.			90
30 Nov. '65	1.58		15	3		West Cambridge	16,350	13,600			8,955	loss.	3		47
30 Nov. '65	2.25					Winnisimmet	62,152	60,000		500	3,600	2,922	4		
30 Nov. '65	11.60		44	8		Worcester	92,763	75,800	61,500	1,826	19,667	loss.			
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000							
NEW YORK.															
30 Sep. '65	7.17			6		Albany	85,544	50,000	31,000		65,155	501			
30 Sep. '65	17.50		25			Bleeker St. & Fulton Ferry	1,595,666	900,000	610,000	46,000	103,215	37,588		100	
30 Sep. '65	10.76		32	28		Broadway (Brooklyn)	223,286	200,000	27,500	5,802	81,027	12,500		100	
30 Sep. '65	14.33		98			Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	120,000	100,000	612,779	198,082		100	
30 Sep. '65	7.75		10	42		Brooklyn, Bath & Coney Island	135,178	100,000	86,000	71,180	28,068	8,282		100	
30 Sep. '65	24.00		35	19		Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	
30 Sep. '65	56.18		146	29		Brooklyn City	1,333,460	1,000,000	170,000		857,701	148,758	54	10	
30 Sep. '65	11.75	4.00				Brooklyn City & Newtown.	539,162	366,000	200,000	37,602	104,691	5,651		100	
30 Sep. '65	0.09	0.41				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200				100	
30 Sep. '65		2.50				Brooklyn City & Rockaway		7,500	35,000						
30 Sep. '65	24.00		116			Central Pk. N. & E. Riv. (N.Y.)	1,517,906	955,900	550,000		528,090	74,053		100	
30 Sep. '65		2.00				Clinton Avenue (Albany)		2,800							
30 Sep. '65		2.00				Cohoes & Waterford		500							
30 Sep. '65	19.75		32			Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102		100	
30 Sep. '65	11.82		46			D. Dock, E. B'dw. & Battery	1,555,290	1,200,000	211,000	50,000	298,714	80,362		100	
30 Sep. '65		6.00				East & North River (W.Co.)	650	650							
30 Sep. '65	18.00	1.00	141			Eighth Avenue	1,260,915	1,000,000	100,000		627,153	90,670	6	100	
30 Sep. '65	12.00		42			42d st. & Grand st. Ferry	962,514	750,000	260,000	2,098	227,662	63,047	5	100	
30 Sep. '65	4.52					Grand st. & Newtown (W'g)									
30 Sep. '65	10.00		17	2		Harlem Br. Morris & Ford'm	198,738	72,000	118,500	3,000	52,790	2,600		100	
30 Sep. '65		19.00				Harlem & Tarrytown		8,550							
30 Sep. '65	19.10		50			Ninth Avenue	444,877	795,360	112,000		74,514	loss.		100	
30 Sep. '65		11.00				Port Morris & Westchester	1,200	1,200							
30 Sep. '65	11.00		16			Rochester City & Brighton	1,259	133,400	100,000		80,028	29,616		100	
30 Sep. '65	16.00					Second Avenue (N. Y.)	1,213,127	650,000	520,000	158,970	388,298	106		100	
30 Sep. '65	8.37					Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.		100	
30 Sep. '65	17.50		147			Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,712	211,213	9	100	
30 Sep. '65		5.00				Third Avenue & Fordam	975	975							
30 Sep. '65	4.46	1.00				Troy and Cohoes	50,000	50,000		opeby	T. & L. R. R.				
30 Sep. '65						Troy and Lansingburg									
30 Sep. '65	6.50	9.00				Ulrica City	209,325	124,500	100,000		30,752	loss.			
30 Sep. '65	1.60		4			V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000		12,839	808			
30 Sep. '65						Westchester	5,940	7,370							
30 Sep. '65		4.00				West Shore	1,457	2,200							
NEW JERSEY.															
31 Dec. '62	5.32		7			Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	10.47	2.50	8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	5.05					Jersey City & Bergen Point									
31 Dec. '62	17.00		150	22		Orange and Newark	598,414	281,550	300,000	20,950	105,358	29,459		50	
31 Dec. '62	5.80		8			West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '65	7.89		142	24		Chestnut & Walnut (Phila.)	235,421	100,000	135,000				40	10	5
31 Oct. '65	5.50		122	21		Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	
31 Oct. '65	12.33		262	40		Frankford & Southw'k (Ph.)	765,569	491,620	200,000		286,861	91,545		50	
31 Oct. '65	6.00		86	15		Fairmt Pk & Del. Riv. (Ph.)					62,732	8,227			
31 Oct. '65	4.50		135	33		Green & Coates st. (Phila.)	232,953	150,000	100,000		158,963	39,721	2	50	
30 Nov. '65	19.00		250	44		Germantown	385,169	112,245	250,000		197,195	49,561		50	
31 Oct. '65	5.04		120	25		Girard College (Phila.)	114,811	160,000			122,866	36,832	4	50	
31 Oct. '65	2.00		25	4		Harrisburg City	49,504	30,118		9,000	6,726	3,662		25	
31 Oct. '65	19.00		328	56		Hestonv., Mantua & Fairmt			183,600	75,131	89,173	39,179		50	
31 Oct. '65	4.50		105	16		Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007		25	
31 Oct. '65						Oakland (Pittsburg & E. L.)									
31 Oct. '65	3.75		124	18		Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	
31 Oct. '65	2.06		67	12		Pittsburg and Birmingham	66,840	50,000	22,600		67,040	14,278	14	50	
31 Oct. '65	2.80		165	27		Philadelphia City	240,264	100,000	135,000		149,978	59,722	7	50	
31 Oct. '65	3.00		64	10		Philadelphia and Darby	86,383	100,000	17,000		36,781	6,494	5	20	
31 Oct. '65	4.50		51	10		Ridge Avenue & Manyunk	179,685	120,000	63,300		41,737	6,903		50	
31 Oct. '65	18.09		431	67		Second & Third st. (Phila.)	472,031	203,757	137,300		437,562	168,830	10	50	
31 Oct. '65	5.62		87	9		17th & 16th st. (Phila.)	114,368	120,000			51,683	9,187		50	
31 Oct. '65	7.00		118	16		3 Spruce & Pine (Phila. & Gr. & F.)	249,411	217,697	15,000	10,000	84,900	20,545	44	50	
31 Oct. '65	7.00		210	35		10th & 11th st. (Citizens')	176,045	192,750			210,143	87,810	94	50	
31 Oct. '65	6.25		143	23		13th & 15th st. (Phila.)					143,038	38,435	5	50	
31 Oct. '65	23.05		412	70		Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800		50	
31 Oct. '65	6.00		327	52		West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	
31 Oct. '65	1.00		9	4		Williamsport		15,150		522	3,637	1,851		25	
MARYLAND.															
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,540	239,059	21,058			1
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,837	50,000							
Dec. '62	3.63					Pendleton & S. & S. Mar' (Cin.)	70,000	50,000							

## PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway (Brooklyn): Real Estate Mortgage	\$ 27,500	7	Months.	Year.	p. c.
Broadway & 7th Avenue:			J. & J.	Var.	---
1st Mortgage	200,000	7	J. & D.	1884	---
Brooklyn, Bath & Coney Is'd			J. & J.	1883	---
1st Mortgage	80,000	7	J. & J.	1883	---
Brooklyn and Rockaway:			J. & J.	---	---
1st Mortgage	20,000	7	J. & J.	---	---
Brooklyn Centr. & Jamaica:			J. & D.	1870	---
1st Mortgage	304,250	7	J. & D.	1870	---
Brooklyn City:			J. & J.	1872	---
1st Mortgage	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown:			J. & J.	1872	---
1st Mortgage	200,000	7	J. & J.	1872	---
Brooklyn City & Ridgewood:			J. & J.	1884	---
1st Mortgage	20,000	7	J. & J.	1884	---
Cambridge:			J. & J.	1881	50
1st Mortgage	150,000	6	J. & J.	1881	50
Central Park, East & North River:			J. & J.	1874	---
1st Mortgage	550,000	7	J. & J.	1874	---
Citizens' Pittsburg:			J. & J.	1870	---
1st Mortgage	57,800	7	J. & J.	1870	---
Cliftondale:			J. & J.	1871	---
1st Mortgage	25,000	6	J. & J.	1871	---
Coney Island and Brooklyn:			J. & J.	1873	---
1st Mortgage	138,000	7	J. & J.	1873	---
Delaware County:			J.	---	---
1st Mortgage	6,500	7	J.	---	---
Dorchester:			J.	---	---
Real Estate Mortgage	5,000	6	J.	---	---
D. Dock, E. B'dw. & Battery:			J. & J.	---	---
1st Mortgage	200,000	7	J. & J.	---	---
Eight Avenue:			J. & J.	---	---
1st Mortgage	160,000	7	J. & J.	---	---
Forty-second street:			J. & J.	1878	---
1st Mortgage	127,150	7	J. & J.	1878	---
Real Estate	134,500	7	J. & J.	---	---
Fraukford and Southwark:			J. & J.	1869	107
1st Mortgage	200,000	7	J. & J.	1869	107
Germanatown:			J. & J.	1869	---
1st Mortgage	250,000	7	J. & J.	1869	---
Green and Coates St.:			J. & J.	1870	68
1st Mortgage	98,000	7	J. & J.	1870	68
Harlem Br. Moris & Ford's			J. & J.	---	---
1st Mortgage	118,000	7	J. & J.	---	---
Hestonville Mantus & Fair- mount:			J. & J.	1869	---
1st Mortgage	40,000	7	J. & J.	1869	---
Hoboken and Weehawken:			M. & S.	1872	---
1st Mortgage	60,000	7	M. & S.	1872	---
Lynn and Boston:			M. & S.	71-72	91
1st Mortgage [road]:	50,000	6	M. & S.	71-72	91
Malden and Melrose:			J.	1880	91
1st Mortgage guaranteed	64,452	6	J.	1880	91
Medford and Charlestown:			J.	---	---
1st Mort. [Winter St. Br.]	10,000	6	J.	---	---
Middlesex:			J.	---	---
1st Mortgage	32,000	7	J.	---	---
Malden & Melrose bonds.	59,461	---	J.	---	---
Real Estate	10,000	---	J.	---	---
Ninth Avenue:			J.	---	---
1st Mortgage	112,000	7	J.	---	---
North Philadelphia:			J. & J.	1869	---
1st Mortgage	100,000	7	J. & J.	1869	---
Orange and Newark:			J. & J.	1881	---
1st Mortgage Broad street	100,000	7	J. & J.	1881	---
" O. & Newark	100,000	7	J. & J.	1880	---
2d Mortgage " "	100,000	7	J. & J.	1883	---
Philadelphia City:			J. & J.	1879	91
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:			J. & J.	1870	---

## FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
NATIONAL SECURITIES, Jan. 1.											
Loan of Jan. 28, 1847.....registered	\$7,070,900	6	Jan. & July.	1867	150	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	99
Loan of March 31, 1848.....registered	8,712,542	6	"	1868	127	" " " "....."	2,250,000	6	"	1874	99
" " " ".....coupon		6	"	1868	128	" " " "....."	500,000	6	"	1875	100
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	5	"	Due.	"	" " " ".....general fund	800,000	6	"	1877	"
Loan of June 14, 1853.....registered	20,000,000	5	"	1874	102	" " " "....."	900,000	6	"	1878	97
" " " ".....coupon		5	"	1874	105	" " " ".....canal fund	902,607	5	"	pleas.	"
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	115	" " " "....."	192,585	5	"	1866	"
" " " ".....coupon		5	"	1871	108	" " " ".....general fund	1,163,000	5	"	1868	"
Oregon War Loan of March, 1861.....coupon	1,016,000	6	"	1881	108	" " " ".....canal fund	442,960	5	"	1868	"
" " " ".....coupon		6	July.	1881	108	" " " "....."	167,000	5	"	1871	"
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	108	" " " ".....general fund	4,500,000	5	"	1874	24
" " " ".....coupon		6	"	1881	108	" " " "....."	900,000	5	"	1875	93
Loan of July 17, & Aug. 5, 1861.....registered	204,309,850	6	"	1881	108	" " " "....."	800,000	5	"	1878	"
" " " ".....coupon		6	"	1881	106	North Carolina—State bonds.....coupon	9,385,500	5	Various.	66-97	74
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	May & Nov.	1882	106	" " " ".....(new)....."	3,500,000	5	Jan. & July.	90-92	56
" " " ".....coupon		6	"	1882	107	Ohio—State Bonds.....coupon	634,653	5	Jan. & July.	1865	"
Loan of March 2, 1864 (5-20s).....registered	100,000,000	6	May & Nov.	1884	106	" " " "....."	536,798	6	"	1860	98
" " " ".....coupon		6	"	1884	106	" " " "....."	379,866	6	"	1868	"
Loan of March 2, 1865 (5-20s).....registered	294,344,600	6	May & Nov.	1885	105	" " " "....."	2,183,532	6	"	1870	100
" " " ".....coupon		6	"	1885	106	" " " "....."	1,600,000	6	"	1875	109
Loan of March 3, 1864 (10-40s).....registered	171,969,330	5	Mar. & Sept.	1904	100	" " " "....."	4,095,309	6	"	1881	100
" " " ".....coupon		5	"	1904	99	" " " "....."	2,400,000	6	"	1886	100
Pacific R. R. Bonds of currency.....registered	10,622,000	6	Jan. & July.	96-99	"	" " " "....."	681,038	6	May & Nov.	68-71	"
Treasury Notes of July 17, 1861 (7-30s).....	167,350	7.3	Due.	1867	"	Pennsylvania—State Stock.....registered	20,209,000	5	Various.	66-90	92
" " " ".....1st series		7.3	Feb. & Aug.	1868	104	" " " ".....coupon	6,168,000	5	"	77-82	93
" " " ".....2d series	570,856,600	7.3	June & Dec.	1868	104	" " " "....."	3,000,000	5	"	77-82	93
" " " ".....3d series		7.3	Jan. & July.	1868	104	Rhode Island—State War Bonds....."	3,889,000	5	Feb. & Aug.	1871	101
Matured Debt not presented.....	15,997,249	6	At maturity.	3 yrs	"	South Carolina—State Bonds (sterling)....."	484,444	5	Jan. & July.	1868	"
Gold Certificates of Deposit.....	16,442,880	6	At maturity.	3 yrs	"	" " " ".....inscribed	1,708,000	6	"	66-90	"
Compound Interest Notes of 1864.....	144,900,840	6	At maturity.	3 yrs	"	" " " ".....coupon	1,499,000	6	"	71-90	"
United States Notes (greenbacks).....	384,497,842	6	At maturity.	3 yrs	"	" " " ".....(new)....."	1,949,440	5	April & Oct.	76-90	"
Fractional currency.....	28,732,812	6	At maturity.	3 yrs	"	" " " "....."	239,167	5	"	72-79	"
Navy Pension Fund.....	11,750,000	6	At maturity.	3 yrs	"	" " " "....."	1,706,000	6	"	82-89	"
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,109,000	6	May & Nov.	1877	"	" " " "....."	24,382,832	6	"	long.	90
" " " ".....Sterling "....."	648,000	5	Jan. & July.	1876	"	" " " "....."	873,813	6	"	1892	66
" " " ".....Funded Interest Bonds....."	688,000	6	"	1876	"	Vermont—State Bonds.....coupon	175,000	6	Various.	67-83	"
Arkansas—State Bonds (issued to banks).....	1,509,000	6	(in default.)	1868	"	" " " "....."	1,650,000	6	June & Dec.	71-78	100
California—Civil bonds of 1857 & '60 coupon.....	2,472,000	7	Jan. & July.	78-80	115	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	84-96	33
" " " ".....War Bonds....."	10,400,000	6	"	1872	"	" " " "....."	11,108,000	6	"	86-95	60
Connecticut—State Bonds.....coupon	72,000	6	Jan. & July.	72-80	98	" " " "....."	1,865,000	6	"	1872	"
" " " ".....(free)....."	2,271,780	6	"	1892	"	" " " "....."	1,499,000	6	"	76-90	45
Georgia—State bonds (sterling).....coupon	434,000	6	Jan. & July.	1899	"	West Virginia—State Bonds.....coupon	200,000	6	"	67-68	"
" " " "....."	1,768,402	6	"	68-86	109	Wisconsin—State Bonds.....coupon	641,800	6	Jan. & July.	77-88	"
" " " "....."	721,198	7	"	72-86	"	" " " "....."	700,000	6	April & Oct.	82-98	"
" " " "....."	436,000	6	Jan. & July.	1870	97	CITY SECURITIES.					
" " " "....."	229,372	6	"	1870	95	Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	"
" " " "....."	2,371,725	6	"	62-79	"	Baltimore—City Bonds....."	19,024,523	5	quarterly.	1870	"
" " " "....."	1,778,677	6	"	65-79	"	" " " "....."	"	6	"	1870	"
" " " "....."	241,000	6	"	70-79	102	" " " "....."	"	6	Jan. & July.	1873	97
" " " "....."	1,778,677	6	"	1877	100	" " " "....."	"	6	May & Nov.	1875	97
" " " "....."	241,000	6	"	1879	"	" " " "....."	"	6	Jan. & July.	1886	97
Indiana—State Bonds.....registered	1,157,700	6	"	1879	97	" " " "....."	"	6	quarterly.	1890	98
" " " "....."	236,009	5	Jan. & July.	1879	97	Boston—Municipal Scrip....."	583,205	4	April & Oct.	78-79	"
" " " "....."	2,058,173	24	"	1879	97	" " " "....."	"	5	Various.	66-70	128
owa—State Certificates.....registered	1,225,000	6	May & Nov.	1866	87	" " " "....."	7,846,026	5	"	71-78	105
" " " "....."	200,000	7	"	1866	"	" " " "....."	"	5	"	76-80	101
" " " "....."	300,000	7	Jan. & July.	1877	"	" " " "....."	"	5	"	81-86	101
Kansas—State Bonds.....coupon	200,000	7	"	76-78	"	" " " "....."	"	6	"	67-76	102
Kentucky—State bonds.....coupon	447,000	5	"	66-73	"	Brooklyn—Municipal Bonds.....coupon	668,000	5	May & Nov.	70-71	"
" " " "....."	3,204,000	6	"	68-72	96	" " " "....."	305,000	5	Jan. & July.	77-78	102
Louisiana—State Bonds.....coupon	9,856,000	6	various.	67-90	90	" " " "....."	1,949,711	4	"	72-73	"
" " " "....."	532,000	6	"	1879	"	" " " "....."	3,086,200	6	Jan. & July.	66-71	89
" " " "....."	4,800,000	6	Mar. & Sept.	1883	100	" " " "....."	"	6	"	81-97	99
" " " "....."	2,171,902	6	Jan. & July.	1883	99	" " " "....."	5,500,000	7	"	81-97	95
" " " "....."	1,727,000	5	quarterly.	var.	82	Chicago—Municipal Bonds (old).....coupon	371,000	6	Various.	67-81	94
" " " "....."	3,192,763	6	"	1870	101	" " " "....."	956,000	6	Jan. & July.	1876	98
" " " "....."	6,401,000	5	"	1890	101	" " " "....."	1,464,000	6	"	1888	100
Massachusetts—State Scrip.....	83,000	5	"	1890	"	" " " "....."	1,840,000	7	"	79-87	100
" " " "....."	244,000	5	June & Dec.	68-72	102	" " " "....."	650,000	7	Jan. & July.	79-81	98
" " " "....."	375,000	5	Jan. & July.	70-74	100	" " " "....."	925,000	4	June & Dec.	1894	"
" " " "....."	220,000	5	April & Oct.	72-74	100	" " " "....."	4,714,000	6	F.M.A. & N.	73-75	"
" " " "....."	6,429,000	5	May & Nov.	1880	100	" " " "....."	1,800,000	6	"	76-78	"
" " " "....."	297,000	6	"	1894	99	" " " "....."	5,149,271	6	"	1883	100
" " " "....."	150,000	6	June & Dec.	68-77	113	" " " "....."	275,000	6	"	1887	100
" " " "....."	1,024,000	6	April & Oct.	1868	126	" " " "....."	402,768	5	Feb. & Aug.	1868	"
" " " "....."	2,030,000	6	Jan. & July.	71-75	110	" " " "....."	150,000	5	F.M.A. & O.	67-69	"
" " " "....."	1,088,000	6	"	76-78	111	" " " "....."	3,125,200	5	"	1870	94
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	"	1883	"	" " " "....."	819,000	5	"	1873	"
" " " "....."	1,750,000	6	"	1883	"	" " " "....."	1,000,000	5	"	1874	"
" " " "....."	100,000	6	"	73-83	96	" " " "....."	334,700	5	"	1875	"
" " " "....."	216,000	6	"	1875	"	" " " "....."	2,016,000	5	"	1876	"
" " " "....."	1,122,000	7	"	1886	"	" " " "....."	2,375,000	5	"	79-80	"
" " " "....."	700,000	7	May & Nov.	1890	"	" " " "....."	900,000	5	"	1890	"
Minnesota—State Bonds.....coupon	250,000	8	Jan. & July.	1867	106	" " " "....."	674,800	5	"	1898	"
" " " "....."	2,275,000	7	"	1883	"	Philadelphia—City Bonds (old)....."	552,700	5	Jan. & July.	67-81	"
Missouri—State Bonds (railroad)....."	13,701,000	6	Jan. & July.	71-89	95	" " " "....."	739,222	5	"	67-82	"
" " " ".....(H. & St. R.)....."	3,000,000	6	"	72-85	80	" " " "....."	2,232,500	6	"	66-93	96
" " " ".....(Pac. R. R.)....."	7,000,000	6	"	72-87	95	" " " "....."	7,898,717	6	"	66-99	10
" " " "....."	635,000	7	"	1896	"	Pittsburg—Municipal Bonds.....coupon	1,009,700	6	Jan. & July.	1907	"
New Hampshire—State Bonds....."	1,650,000	6	Jan. & July.	67-74	100	" " " "....."	1,803,000	6	"	1913	"
" " " "....."	2,306,000	6	"	83-85	92	Portland—Municipal Bonds....."	985,326	6	Various.	66-83	97
" " " "....."	95,000	8	var.	var.	"	" " " "....."	1,500,000	6	April & Oct.	68-71	68
New Jersey—State Stock.....inscribed	731,000	6	Jan. & July.	var.	98	" " " "....."	1,496,100	6	Jan. & July.	88-89	"
" " " "....."	703,000	7	"	71-72	96	" " " "....."	2,643,000	6	Jan. & July.	66-90	86
" " " "....."	25,666,000	7	quarterly.	1870	102	" " " "....."	484,000	6	"	71-83	94
" " " "....."	1,189,780	7	Jan. & July.	1877	106	" " " "....."	425,000	6	"	79-88	96
" " " "....."	702,000	6	quarterly.	pleas.	"	" " " "....."	1,161,000	6	"	71-77	90
" " " "											



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1884	150,715	164,438	166,493	194,992	200,807	265,622	295,512	356,408	401,103	357,228	383,344	328,828	3,285,492
1885	286,446	247,211	452,940	356,045	472,494	410,800	493,882	596,584	541,481	675,446	634,243	576,866	5,826,235
1886	476,636	433,649	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,250		
<b>Chicago and Alton:</b>													
1881	81,581	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1882	78,189	93,691	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,301	111,955	1,225,001
1883	106,860	101,856	104,372	122,084	132,801	146,542	149,137	167,948	170,044	170,910	186,889	163,294	1,673,706
1884	100,991	154,418	196,803	162,723	178,736	206,090	224,257	312,105	354,564	320,879	307,803	282,015	2,770,494
1885	280,508	275,283	299,083	258,480	322,278	356,270	336,985	409,251	401,280	367,966	307,919	236,824	3,440,982
1886	210,171	207,913	304,985	270,889	333,432	368,273	326,870	381,559	318,549	347,087	322,749	285,418	3,077,796
<b>Chicago and Rock Island:</b>													
1881	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,050
1882	120,776	90,607	76,876	76,469	102,363	138,374	119,947	117,086	146,268	161,508	138,796	135,695	1,428,456
1883	140,024	130,225	122,512	128,798	144,995	170,937	189,142	160,308	210,729	216,080	196,435	201,134	1,959,267
1884	158,733	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1885	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1886	241,395	183,885	257,230	197,886	264,005	290,642	224,112	310,446	396,050	322,124	331,006	232,450	
<b>Chicago and Northwestern:</b>													
1881						306,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1882	273,876	317,539	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,116,540
1883	541,006	499,296	468,853	585,623	747,942	702,681	767,508	946,707	921,868	749,191	546,600	546,600	7,968,980
1884	523,568	405,634	523,744	518,736	736,082	922,892	776,990	778,234	939,053	1,210,954	1,006,680	698,079	
<b>Chicago and Great Eastern:</b>													
1881	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,555	20,895	26,762	26,384	23,461	211,077
1882	24,343	24,343	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,678	33,961	37,440	328,456
1883	33,829	33,804	38,486	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1884	47,393	66,566	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	860,495
1885	77,878	77,242	83,460	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,933	91,564	1,108,821
1886	90,415	79,430	111,102	107,072	120,460	118,960	80,037	107,051	108,037	132,725	138,911	102,957	
<b>Erie:</b>													
1881	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,188
1882	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	903,859	8,400,334
1883	845,093	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,901	965,294	1,024,649	1,035,321	10,469,481
1884	984,837	934,133	1,114,509	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,668	1,224,900	1,234,217	13,429,643
1885	1,001,007	947,146	1,256,568	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1886	Including Buffalo Division	1,187,138	983,855	1,070,434	1,153,205	1,001,698	1,243,143	1,203,462	1,290,830	1,411,347	1,480,251	1,417,327	
<b>Illinois Central:</b>													
1881	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,240	224,401	2,899,612
1882	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	399,463	2,645,827
1883	299,944	271,085	275,643	289,224	324,687	407,992	433,929	511,306	478,576	496,433	437,079	424,531	4,571,028
1884	327,900	416,588	459,762	422,797	468,372	510,100	425,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1885	571,538	528,972	616,895	516,098	617,682	617,682	578,403	747,669	739,786	641,689	643,887	518,088	7,181,308
1886	582,826	512,628	516,822	406,773	507,830	550,025	467,115	586,074	551,021	639,195	570,485		
<b>Marquette and Cincinnati:</b>													
1881	33,904	26,252	25,891	38,579	32,068	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1882	38,203	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	83,069	76,764	68,883	710,225
1883	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,433	1,058,165
1884	96,072	87,791	92,763	78,907	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,707	1,224,069
1885	90,671	84,313	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	111,695	
<b>Milwaukee and Prairie du Chien:</b>													
1881	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,163,407
1882	83,903	62,907	47,010	61,759	130,213	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1883	67,130	76,132	44,925	106,967	111,260	71,587	69,353	155,417	206,065	138,342	112,913	124,259	1,247,259
1884	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,390	168,218	178,526	149,090	117,013	1,711,281
1885	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	180,595	226,840	110,664	1,985,712
1886	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,234	150,989	245,701	244,354		
<b>Michigan Southern &amp; Northern Indiana:</b>													
1881	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1882	163,152	153,728	157,500	181,983	180,916	226,819	226,819	276,109	325,818	305,234	279,539	267,833	2,647,833
1883	248,784	280,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,200	348,048	3,302,541
1884	304,445	338,454	338,454	338,454	315,258	378,891	358,862	402,219	407,107	448,934	411,806	410,156	4,320,156
1885	363,996	366,361	413,974	385,180	351,489	387,095	301,613	418,575	486,808	524,700	495,072	351,799	4,926,722
1886	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,090	339,447	
<b>Michigan Central:</b>													
1881	142,834	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,090	200,134	2,124,314
1882	230,159	159,658	151,902	176,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,680,702
1883	242,073	246,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	372,488	339,794	306,186	3,168,065
1884	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885	306,324	279,137	344,228	337,241	401,456	365,963	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1886	282,438	265,796	337,158	343,737	365,196	335,083	324,988	359,645	429,180	498,640	414,604	308,669	
<b>Milwaukee and St. Paul:</b>													
1881	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1882	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1883	131,707	122,621	124,175	121,904	245,511	248,944	209,199	183,223	275,906	304,257	327,926		
<b>New York Central:</b>													
1881	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,541	892,744	1,018,375	968,228	1,002,758	9,093,244
1882	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,550	1,079,551	1,041,522	1,045,401	1,167,518	11,090,853
1883	921,831	936,587	1,059,024	1,106,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,078	1,227,113	1,187,055	1,118,829	12,557,708
1884	957,869	1,055,659	1,246,734	1,255,521	1,132,70								

## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	91½
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	70½
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,706	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
1st Mortgage	398,000	7	April & Oct.	Pittsburg	1891		General 1st Mortgage	3,000,000	7	"	"	1885	88½
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1874	84½
2d Mortgage	774,700	7	April & Oct.	"	1881	76	Equipment Bonds	270,483	7	Jan. & July.	"	1885	88
1st Mortgage, Penn.	2,324,800	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	75
2d Mortgage	349,000	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Extens'n.	2,880,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1887	100
1st Mortgage, Silver Creek	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	90
Consolidated Bonds	200,000	7	March & Sept.	London.	1884		Cincinnati, and Zanesville:						
Atlantic and St. Lawrence:	16,835,500	7	Quarterly	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1873	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & Bos.	1878-70		2d Mortgage	587,000	8	March & Sept.	"	1876½	
Baltimore and Ohio:							Hubbard Branch	105,600	7				
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833		Clev., Painesville and Ashtabula:						
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	98	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
" " " 1850.	676,000	6	Jan. & July.	"	1880	98	Dividend Mortgage	1,000,000	7			1880	
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97	Cleveland and Pittsburg:						
" " " 1854.	500,084	6	Ja. Ap. Ju. Oc.	"	1887	100	2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	93
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	82
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7			1887	
Belleville and Indiana:							Dividend bonds	16,725	7				
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-99	90	Income bonds	3,500	7				
2d Mortgage	483,000	7	"	"	1870	82½	Clev., Columbus and Cin.:						
Income bonds	87,000				1870		1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	1864-90	
Bolivers Delaware:							Cleveland and Toledo:						
1st Mort. (guar. U. and A.)	1,000,000	6	June & Dec.	New York.	1867	86½	Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	Junction 1st Mortgage 2d Div.	148,000	7	June & Dec.	"	1872	
3d Mortgage (do.)	693,900	6	Feb. & Aug.	"	1877		C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	
Boston Concord and Montreal:							C. and T. Income (convertible).	6,000	7	March & Sept.	"	1870	
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		C. and T. (S. F.) Mortgage.	2,081,000	7	Jan. & July.	"	1885	99
1st Mortgage	300,000	7	"	New York.	1865		Columbus and Xenia:						
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97	Dividend	36,660	7	June & Dec.	New York.	1866	
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Mortgage	248,000	7				
Sinking Fund	336,000	6	"	Boston.	1889	97	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	Connectic't and Passump. Rivers:						
"	200,000	6	"	"	1879	99½	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95½
Buffalo, New York and Erie:							Cumberland Valley:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage coupon	350,000	7	May & Nov.	"	1872	103	2d Mortgage	109,500	8	"	"	1904	
Buffalo and State Line:							Dayton and Michigan:						
1st Mortgage	500,000	7	April & Oct.	New York.	1863	101	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	"	var.		2d Mortgage	2,622,000	7	"	"	1881	87
Special Erie and North-East	140,000	7	"	"	61-70		3d Mortgage	642,000	7	"	"		
Burlington and Missouri:							Toledo depot bonds	169,500	7				
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60	Funded Interest	34,250	7				
Convertible bonds	600,000	7	Jan. & July.	"	1870		Dayton and Western:						
Old Road bonds	121,160	7	"	"			1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Camden and Amboy:							2d Mortgage	250,000	7	June & Dec.	"	40	
English debt (S. F.) £400,200	1,037,452	6	Semi-annual.	London.	1880		Delaware:						
American Loan	3,120	6	"	New York.	1884		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Loan for \$500,000	211,600	6	"	"	1887	100	Guaranteed	109,000	6	"	"	1875	106
" " \$800,000	354,100	6	"	"	1870	95½	State Loan	170,000	6	"	"	1870	
" " \$875,000	675,000	6	"	"	1875	91	Delaware, Lackawanna and W'n:						
" " \$1,700,000	1,700,000	6	"	"	1883	92	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
" " \$2,500,000	867,000	6	"	"	1889	90	1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	"	1875	101
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95½	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101
Camden and Atlantic:							Des Moines Valley:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
2d Mortgage	463,000	7	April & Oct.	"	1879		Income	348,000	7	Jan. & July.	"	1884	80
Ontario:							Detroit and Milwaukee:						
1st Mortgage	278,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	97½
Oayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8				
1st Mortgage	909,000	7	Feb. & Aug.	New York	1870	103	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	100½	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	92
Central Ohio:							Construction bonds, 2d Div'n	660,000	7				
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89	Eastern (Mass.):						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	1st M. (State) \$75,000 a yr after 64	425,000	5	Ja. Ap. Ju. Oc.	"	1866-71	
4th Mortgage (S. F.)	1,265,800	7	"	"	1875	50	Essex Railroad Bonds	214,400	6			1876	
Income	1,192,200	7	Jan. & July.	"	1877-80		East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½	State, 1st Lien	1,602,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tenn.	200,000					
Trust Mort. S. F., convertible	356,000	6	Jan. & July.	New York.	1883	111½	1st Mortgage (after State)	100,000					
" " " " " " " "	3,169,000	6	"	"	1883		Redeemable in Stock	66,953					
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort, O.	1890		1st Mortgage	757,734	1			var.	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Erie and North-East:						
Central Military Tract, 2d Mort.	55,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
C. B. & Q. Serip	457,408	7	Jan. & July.	Frankfort O.M.			Evansville and Crawfordsville:						
Chicago and Alton:							Mortgage Bonds	1,000,000	7			1869	85
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½	Mortgage Bonds	150,000	7			1881	82½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102	Florida:						
Income Bonds	1,700,000	7	May & Nov.	"	1883	93	Internal Improvement (State)	1,655,000	7			1891	
							Free Land, 2d Mortgage	1,500,000	8			1891	



(\*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, 'var.," that the bonds fall due at different periods.

(Description.	Amount	Interest.	Interest.		D	Price.	Description.	Amount	Interest.	Interest.		Dec.	Pr. ce.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State) -	\$300,000	7			1891		Memphis and Charleston	\$1,591,900	6	Jan. & July.	New York.	1880	
Free Land, 2d Mortgage	200,000	8			1891		State [Tenn.] Loan	1,254,000	7	May & Nov.	"		
Galena and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,968,000	7	Feb. & Aug.	New York.	1882	100	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
2d Mortgage (S. F.) Coupon	1,088,000	7	May & Nov.	"	1875	98	1st Mortgage S'g (convertible).	500,000	6	March & Sept.	"	1869	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (convert.) Dollar.	1,995,500	8	"	N.Y. & Boston	1869	106
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar.	247,000	8	April & Oct.	"	1882	111
Great Western, Ill.:							1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106	Mech. Southern and N'n Indiana:						
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102½	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Hannibal and St. Joseph:							Erie and Kalamazoo	7,000	7	March & Sept.	"	1862	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	80	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Land Security	3,344,600	7	April & Oct.	"	1881	92	Coshen Air Line	651,000	7	"	"	1868	90
Convertible Bonds	822,000	7	Jan. & July.	"	1883	97	Detroit and Toledo	734,000	7	"	"	1876	90
Harrisburg and Lancaster:							1st General Mortgage (S. F.)	4,856,000	7	May & Nov.	"	1885	95
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	2d General Mortgage	2,258,500	7	"	"	1877	92
Hartford and New Haven:							Milwaukee and St. Paul:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1883	87
Houston:							2d Mortgage	1,500,000	7	April & Oct.	"	1884	82
1st Mortgage	502,500	6	Jan. & July.	Bridgeport.	1877		Real Estate Depot	2,400,000				1874	
Houston and Texas Central:							Milwaukee and Prairie du Chien:						
State (1st Lien) Loan	210,000						1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Mortgage	125,000	7			1866		Minnesota and Pacific						
Hudson River:							Real Estate	1,200,000	7	Jan. & July.		1892	61
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	70-70	103	Mississippi Central:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	100	1st Mortgage	1,007,863	7				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99	Mississippi Central and Tenn.:						
Convertible	1,002,000	7		"	1867	100	State (Tenn.) Loan	529,000	6				
Illinois Central:							Mississippi and Missouri:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	6,837,000	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	7		"		
Construction	2,896,500	6	"	New York.	1875	105	Oakalosa Division	685,556	7	Jan. & July.	"	1875	184
Redemption	2,563,900	6	"	"	1880		1st Land Grant	3,613,000	7	"	"		61
Indiana Central:							2d Land Grant	691,000		"	"		
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Income Bonds	613,300					
2d Mortgage	284,000	10	"	"	1866	100	Mississippi and Tennessee:						
Income	20,500						Tennessee State Loan	98,000	6			1885	
Indianapolis and Cincinnati:							Mississippi State Loan	202,099	6				
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Mortgage	171,000	7			1876	
2d Mortgage	400,000	7	"	"	1862	100	Mobile and Ohio:						
Real Estate Mortgage	200,000	7			1868	68	City (Mobile) Tax Loan	400,000	6				
Ind. Pittsburg and Cleveland:							Tennessee State Loan	674,880	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Alabama State Loan	359,410	6				
2d Mortgage	347,000	7	"	"	1870		Income	1,508,070	8	Jan. & July.	New York.	1861-67	
Indianapolis and Madison:							Sterling	878,035	6			1883	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Mississippi State Loan	200,970	6				
Jeffersonville:							Montgomery and West Point:						
1st Mortgage	137,000	7	March & Sept.	New York.	1861	85	Alabama State Loan	122,622					
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mortgage (due 1860, '63 and '65.	350,000	6			var.	
Joliet and Chicago							Mortgage	450,000	8			1866	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Morris and Essex:						
Joliet and N. Indiana:							1st Mortgage (S. F.)	3,084,776	7	May & Nov.	New York.	1915	96
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105	Muscogee:						
Kenosha and Portland:							1st Mortgage	249,000	7				
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Nashville and Chattanooga:						
2d Mortgage	230,000	6	"	Augusta.	1861		Mortgage (State endorsed).	1,500,000					
*Kentucky Centr. (Cov. and Lex.)							Chat. and Clev. Subsc. (endors.)	231,000					
1st Mortgage	160,000	6					*New Albany and Salem:						
1st Mortgage	260,000	7					1st Mortgage	2,235,000	6				
2d Mortgage (convertible)	1,006,000	7					N. Hav., N. Lond. and Stonington:						
3d Mortgage	600,000	7					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Guaranteed by Covington	200,000	6					Extension	116,000	6	May & Nov.	"	1878	
La Crosse, Viroqua & Mineral Pt.:							New Haven and Northampton:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
Lehigh Valley:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½	New Jersey:						
La Crosse and Milwaukee:							Company's (various)	805,000	6	Semi-annually.	New York.	var.	
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New London Northern:						
Lackawanna and Bloomsburg:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		Extension Bonds	72,800	6	March & Sept.	"	1885	
Lexington and Frankfort:							N. Orleans, Jackson and Gt. North.						
Mortgage, due 1869 and '74.	79,000	6		Lexington.	69-74		State [Miss.] Loan	255,000	5			63-78	
Little Miami:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100	N. Orleans, Opelousa, and Gt. West.						
Long Island:							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876		New Orleans City Subscription	1,500,000	5				
2d Mortgage	500,000	6	"	"	1870		1st Mort [S. F.]	666,000	8			1889	
Extension Bonds	178,000	7	May & Nov.	"	1890	110	New York Central:						
Long Dock Co.							Premium [S. F.] Bonds	6,450,438	6	May & Nov.	New York.	1883	94
1st Mortgage	2,007,000	7	June & Dec.	New York.	1882	100½	Debts of former Co.s outstanding	100,000					
Louisville and Frankfort:							Funding [S. F.] Bonds	1,368,000	7	Feb. & Aug.	"	1876	101
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Exchanged S'ks [S. F.] Bds.	77,000	6	May & Nov.	"	1883	97
1st Mortgage	145,000	6	"	"	67-78		" [B. & N. F.]	60,000	6	"	"	1883	87
Louisville and Nashville:							Real Estate [S. F.] Bonds	166,000	6	"	"	1883	86
1st Mortgage Main Stem	1,856,000	7	Feb. & Aug.	New York.	67-77		Real Estate Bonds & Mortgages	159,815	7	var.	"	var.	
Lebanon Branch 1st Mortgage	1,000	7			1866		"	45,560	6	"	"	1883	
Memphis Branch 1st Mortgage	281,000	7			70-75		Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	"	1876	118
Bardstown and Louisville	30,000	7			1870		Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	94
City of Louisville bonds	1,137,000				66-87		New York and Erie:						
Maine Central:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
Loan \$1,100,000	1,092,900	6			80-81		2d Mortgage	4,000,000	7	March & Sept.	"	1879	95
Loan \$400,000	314,100	6			70-71		3d Mortgage	6,000,000	7	"	"	1883	96
McMinnville and Manchester:							4th Mortgage	4,441,000	7	April & Oct.	"	1880	98
State [Tenn.]	372,000	6					5th Mortgage	925,500	7	June & Dec.	"	1888	98
Mortgage	24,000	7					Buffalo Branch	155,400	7	Jan. & July.	"	1891	98
Mortgage	10,000	6					Sterling Bonds	3,810,582			London.	1876	
Marietta and Cincinnati:							New York and Harlem:						
1st Mortgage Bonds	2,368,388	7	Feb. & Aug.	New York.	1891	87½	1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
1st Mortgage Sterling	1,000,000	7	"	"	1891		Consolidated	1,000,000	7	Feb. & Aug.	"		100
Scioto & Hocking Val. R. mort.	300,000						3d Mortgage	950,300	7	Jan. & July.	"	1867	
Memphis, Clarkesv. and Louisv.:							New York and New Haven:						
State [Tenn.] Loan	910,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
Memphis and Ohio.							N. York, Providence and Boston:						
State [Tenn.] Loan	1,340,000	6					1st Mortgage	500,000	6	Feb. & Aug.	New York.	73-78	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
North-Eastern (S. O.):							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
1st Mortgage	700,000						Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
2d Mortgage	224,500						Mortgage (Registered)	504,000				1873	
Northern Central:							Richmond, Fred. and Potomac:					1860	
Md. State Loan (irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Sterling (\$267,000)	324,000	6				
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Richmond and Petersburg:					1875	25
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Coupon	159,000					
Y. and C. guar. by Balt. 2d Mort.	600,000	6	"	"	1877	91	Rutland and Burlington:					1863	122
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	61
North Missouri:							2d Mortgage	937,500	7	"	"	1863	1
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90	3d Mortgage	440,000	7	"	"	1863	
North Pennsylvania:							Sacramento Valley:					1875	
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Chattell Mortgage	300,000	10	"	"	1887	119	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:					1900	78
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	1st Mortgage	981,000	7	Feb. & Aug.		1866	
Norwich and Worcester:							2d Mortgage	16,000	7	"		1866	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		3d Mortgage	148,000	7	"		1876	
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74		Six per cent	73,972	6	"		1878	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		Sandusky, Mansfield and Newark:					1866	
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89	Saratoga and Whitehall:					1853	
1st Mortgage—Western "	850,000	7	"	"	1872		1st Mortgage	250,000	7	April & Oct.	New York.	1853	
2d Mortgage—Western "	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.		1856	
Orange and Alexandria:							Seaboard and Roanoke:					1880	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		1st Mortgage	300,000	7			1870	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		3d Mortgage	75,000	7			1870	
2d Extension	600,000	8	May & Nov.	"	1873		South Carolina:					1868	
Ogdensburg & Lake Champlain:							State Loan	187,000	5			'69-'74	
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100	Domestic Bonds	650,000	5				
2d Mortgage (now stock)						71	Domestic Bonds, past due	234,000	5				
Oswego and Syracuse:							Sterling	2,000,000	5	Jan. & July.	London.	1866	
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	95	South-Western (Ga.):					1875	
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'80		1st Mortgage	631,000					
Construction Main Line	1,600,000	7	"	"		86	Steubens and Ind. (P. C. and C.):					1870	
" S. W. Branch	3,332,000	7	"	"			1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis County bonds	700,000	7	"	"	1885		Sunbury and Erie:					1877	96
Panama:							1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	'75-'78	
1st Mortgage Sterling	415,000	7	April & Oct.	London.	1870	101	Mortgage (half to State)	7,000,000	5	Jan. & July.	"		
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:					1878	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
Peninsula:							St. Louis, Alton and Terre Haute:					1894	100
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	
Pennsylvania:							" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97	" (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" Income (series E)	1,700,000	7	"	"	1894	77
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	Toledo, Peoria and Warsaw:					1894	
Penobscot and Kennebec:							1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		Terre Haute and Richmond:					1866	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Petersburg and Lynchburg (S. Side):							Toledo and Wabash:					1865	94
State (Va.) Loan (S. F.)	800,000	7					1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	
1st Mortgage (1869-'70-'75)	365,000	6				var.	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
2d Mortgage (1862-'70-'72)	378,000	6				var.	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	75
Special Mortgage (1865-'68)	175,000	6				var.	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Last Mortgage (1861 to 1869)	138,500	8				var.	Sinking Fund Bonds	152,355	7			86	
Phila. Germantown and Norristown:							Equipment bonds	600,000	7			68	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Vermont Central:					1861	120
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1867	41
Philadelphia and Reading:							2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Vermont and Massachusetts:					1863	95
" 1830	182,400	5	"	"	1830		Mortgage Bonds	924,505	6	Jan. & July.	Boston.	1863	
" 1840	2,695,000	6	April & Oct.	"	1870	95	Vermont Valley:					1860	
" 1861	106,000	6	Jan. & July.	"	1871	96	1st Mortgage	386,000	7	April & Oct.		1860	
" 1843	1,525,800	6	"	"	1880	95	2d Mortgage	114,000	6	"		1859	
" 1844	904,000	6	"	"	1880	95	Virginia Central:					1880	
" 1845	101,000	6	"	"	1880	95	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1849	67,000	6	"	"	1880	95	Mortgage (coupons)	206,500	5	"	Richm'd &	1872	
" 1857 (convertible)	415,500	6	"	"	1886	105	Mortgage (coupons)	983,000	6	"	New York.	1884	
" 1856	60,000	7	"	"	1886		State Loan 1859-'60	210,000	6		Richmond		
Phila. Wilmington and Baltimore:							Coupon bonds of 1865	33,000	8		"	1876	
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98	Funding Interest bonds	83,126	8		"	'70-'77	
Pittsburg and Connellville:							Dividend bonds	122,613	6		"	'55-'76	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	Bonds not secured by mort	61,584	6		"	due.	
Pittsburg, Ft. Wayne and Chicago:							Virginia and Tennessee:					1887	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
" (series B)	875,000	7	Feb. & Aug.	"	1912		1st Mortgage	500,000	6	"	New York.	1872	
" (series C)	875,000	7	Mar. & Sept.	"	1912		2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
" (series D)	875,000	7	April & Oct.	"	1912		Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg.	var.	
" (series E)	875,000	7	May & Nov.	"	1912		Warren (N. J.):					1875	
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series G)	880,000	7	Jan. & July.	"	1912	95	Warwick Valley, N. Y.:					1880	87
" (series H)	880,000	7	Feb. & Aug.	"	1912		2d Mortgage	60,000	7	April & Oct.	New York.	1871	70
" (series I)	880,000	7	Mar. & Sept.	"	1912		Wastown and Rome:	25,000	7	Jan. & July.	Chester.		
" (series K)	880,000	7	April & Oct.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107
" (series L)	880,000	7	May & Nov.	"	1912		Western (Mass.):					'68-'71	
" (series M)	880,000	7	June & Dec.	"	1912		Sterling (\$299,900)	4,319,520	5	April & Oct.	London.	1875	100
2d	2,000,000	7	April	"	1912	88	Dollar Bonds	950,000	6	"	Boston.	'66-'70	100
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876		Albany City Bonds	1,000,000	6	Jan. & July.	"		
Pittsburg and Steubenville:							Elmira and Williamsport:					1880	100
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	
Potomac and Watertown:							Wilmington and Manchester:					1866	
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74		1st Mortgage	598,000	7	May & Nov.	New York.	1866	
Quincy and Chicago:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,320,000				1873		Wilmington and Weldon:					1863	
Racine and Mississippi:							Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
1st Mortgage (Eastern Division)	680,000	8		New York.		88	Sterling, issued in 1858	144,500	6			1862	
1st Mortgage (Western Division)	767,000	8		"	1875		Company's endorsed by State	180,000	6			1875	
Raleigh and Gaston:													
Coupon	100,000				1862								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.					
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Borrowed and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.						
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.			
ALABAMA.																					
30 Jun. '00	65.0			50.6				Alabama and Florida	1,451,336			877,953	508,500	106,255	1,515,704	54.0		101,102	37,866		
28 Feb. '00	30.3			58.1	2	2	19	Alabama and Mississippi	461,506	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852		
31 May '00	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,087,008	777,777	240,486	2,476,023	109.6		207,626	111,232		
30 Jun. '00	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006		
1 May '01	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000								1,402,868	696,370			
10 Feb. '00	88.5	28.4			23	14	238	Montgomery and West Point	1,835,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,166	280,239	6	
ARKANSAS.																					
2 Nov. '03	38.5			107.5				Memphis and Little Rock	553,377	*		251,524	446,000	10,725	811,940						
CALIFORNIA.																					
30 Dec. '00	22.5							Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,604		
CONNECTICUT.																					
31 July '05	23.8			1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000			23.8	53,555	103,333	26,249	8	
31 Jan. '06	122.4			17.7	75.1	18	20	Hartford, Provid. and Fishkill	3,902,366	302,511		2,037,940	1,936,740			122.4	319,433	644,726	166,795		
31 Aug. '06	61.4	10.2		66.9	25	32	428	Hartford and New Haven	3,284,237	254,000	1,256,828	3,000,000	927,000	182,497	4,794,566	75.2	498,002	1,561,804	511,677	12	
31 Dec. '05	74.0			8.9	10	12	261	Housatonic	2,439,775		347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463		
31 Dec. '05	57.0			2.0	8	11	188	Naugatuck	1,465,639			1,100,000	296,000	34,085		62.0	159,074	419,469	138,922	10	
28 Feb. '06	50.9			2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000			62.0		67,143			
30 Nov. '05	70.2			9.3	4	2	16	New Haven and Northampton	1,787,565			1,010,000	628,800	9,442		85.0	48,662	172,500	74,758	2	
31 Dec. '05	66.0	20.0		5.9	14.0	8	12	84	New London Northern	861,135		10,007	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8
31 Mar. '06	61.3	1.0		63.8	34	77	412	New York and New Haven	4,666,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,998,213	549,834	9	
30 Nov. '05	59.4	7.0		8.2	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	680,000	9,261	2,962,361	66.4	329,984	714,058	268,396	9	
DELAWARE.																					
31 Oct. '00	54.3			10.7				Delaware	1,552,257			406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466		
31 Oct. '02	18.2							Newcastle and Frenchtown	704,560		18,535	744,520		5,024	749,544	8.0		27,283	10,290	9	
FLORIDA.																					
30 Apr. '00	154.2			150				Florida	532,791	30,586		191,486	195,000	76,894	619,112	32.0		7,557	3,535		
30 Apr. '00	32.0			3.0	13.0	3	1	Florida and Alabama													
30 Apr. '00	59.9			5.0				Flo., Atlantic and Gulf Central													
30 Apr. '00	100.0	3.0		10.0	153.5			Pensacola and Georgia													
GEORGIA.																					
30 Jun. '06	86.7			8.7	70.9	16	6	Atlanta and West Point	1,290,079	*	96,462	1,232,100	36,500	22,751	1,296,541	86.7		415,411	54,648	4	
31 Dec. '05	92.6							Atlantic and Gulf—M. Trunk								30.0					
31 Dec. '05	53.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988	95,612		
30 Apr. '06	43.5			23.7				Brunswick and Florida	755,000	*		151,887				21.0					
30 Nov. '06	191.0				53	62	697	Central of Georgia (and Bank)	3,396,800	*		4,886,800			6,590,178	229.0	879,468	1,715,025	764,574	10	
31 Mar. '06	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,008,050	4,156,000	312,500		8,123,343	232.0	1,159,188	828,043	8		
30 Nov. '06	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,296	1,668,976	102.5	226,241	404,618	212,676	19	
31 July '05	50.0				7	2	107	Muscogee	774,244	162,534		689,950	249,000		1,026,868	50.0		202,714	110,516	8	
1 May '05	68.1				15	6	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6					
31 July '06	106.1	100.8		16.2	18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,853	13	
30 Sep. '05	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		832,343	454,541		
ILLINOIS.																					
31 Dec. '05	280.0				66	32	1,098	Chicago and Alton	8,305,919	*	1,699,306	4,208,600	4,019,000	459,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	84	
30 Apr. '06	317.0	83.0		47.0	111	54	2,142	Chic., Burlington and Quincy	12,777,562	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	
31 May '06	242.0	688.0			154	94	3,145	Chicago and Northwestern	37,323,791	*	2,366,660	26,155,641	12,020,488	826,398	39,680,452	688.0		6,820,760	1,602,272	43	
31 Mar. '06	181.8				65	71	1,305	Chicago and Rock Island	8,950,132	*	2,265,632	6,500,000	1,448,000		10,315,764	228.8	1,234,351	3,164,236	1,442,781	10	
31 May '06	174.5	5.5		14.3	21	22	504	Great Western	4,039,561	*		1,648,561	2,350,000		4,214,542	180.0		742,097	377,476		
31 Dec. '05	454.8	252.5			148	76	3,397	Illinois Central	30,529,844	*	23,374,406	13,231,500			40,668,000	708.3	3,507,466	7,181,208	2,174,924	10	
31 Dec. '05	118.0				112	15	6	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,338	250,189		
31 Dec. '05	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	*		4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,558		
INDIANA.																					
31 Aug. '05	132.0				41	23	765	Chicago and Great Eastern				4,390,000	5,600,000			224.0					
31 Jan. '06	72.4				14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720		
31 Dec. '05	72.4				19	17	206	Indiana Central	1,367,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541		
31 Dec. '05	89.8	20.2			23	19	318	Indianapolis and Cincinnati	2,972,952	540,403	25,659	1,899,000	1,362,284	140,689	3,458,108	110.0		448,858	230,834	9	
31 Dec. '04	84.0				15			Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	334,539	771,763	307,332		
1 Dec. '02	78.0				15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000		2,175,223	108.0	312,859	527,963	268,156		
31 Mar. '04	86.0	46.0		3.0	17	10	263	Indianapolis and Madison	1,644,347	*		119,900	640,000		1,638,763	132.0		315,172	117,941	6	
31 Mar. '05	258.0				26	23	564	Louisv., N. Albany & Chicago	6,000,000	*	2,800,000	3,000,000	2,000,000		6,000,000	258.0		645,827	371,40		
30 Nov. '05	73.0				26	23	564	Terre Haute and Indianapolis	1,988,150	*	907,278	1,928,150	60,000	218,000	2,965,428	73.0	411,278	1,248,726	698,671	12	
IOWA.																					
30 Apr. '06	75.5				176.5	11	8	Burlington and Missouri River	3,215,917	*	236,796	1,541,804	1,902,110	7,717	3,451,718	75.5	125,325	46			

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Car.			Property and Assets.	Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.	Price of shares.		
						Passenger.	Freight, etc.			Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.									
																	No.	No.			No.	No.
M.	M.	M.	M.	No.	No.	No.																
MAINE.																						
30 Nov. '02	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	—	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—		
30 Jun. '06	149.0	—	—	—	41	17	349	Atlantic and St. Lawrence	7,654,089	—	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—		
31 Dec. '05	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	—	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—		
31 May, '05	99.7	9.5	—	—	13	16	233	Maine Central	4,212,201	—	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—		
31 May, '05	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	—	1,600,004	51.3	161,066	450,222	236,767	—		
MARYLAND.																						
30 Sep. '05	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,366,383	16,151,962	10,112,584	897,839	36,811,376	296.8	2,938,010	6,509,946	4,544,097	—		
30 Sep. '05	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	39.0	—	703,123	429,890	—		
31 Dec. '05	188.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,510	1,328,793	—		
MASSACHUSETTS.																						
30 Nov. '05	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	5,548,837	11,775,500	7,581,900	71,837	19,429,287	94.0	95,008	110,047	—	—		
30 Nov. '05	28.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,820,000	640,000	47,118	3,020,690	70.9	4,213,215	752,005	172,232	—		
31 May, '05	74.3	8.8	60.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,450	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,512	—		
30 Nov. '05	47.0	7.0	32.5	—	28	39	869	Boston and Providence	3,392,600	297,400	—	3,690,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	—		
30 Nov. '05	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	765,740	5,913,739	83.6	669,234	1,697,164	537,067	—		
30 Nov. '05	48.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	107,031	57,695	—		
30 Nov. '05	60.0	2.4	9.6	—	12	23	155	Connecticut River	1,813,980	—	303,239	1,591,100	250,000	104,138	2,117,219	62.4	221,748	533,109	175,404	—		
30 Nov. '05	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	762,874	3,156,000	1,798,600	414,208	5,658,837	89.0	622,202	1,277,075	490,708	—		
30 Nov. '05	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,281	993,994	314,255	—		
30 Nov. '05	14.0	—	—	—	4	4	20	Fitchburg and Worcester	275,000	—	—	275,000	2,000	—	277,000	14.0	37,166	66,390	20,427	—		
30 Nov. '05	12.4	—	—	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	—	438,158	12.4	—	390,994	61,227	—		
30 Nov. '05	14.5	—	—	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	2,754	814,961	71.0	185,647	300,994	61,227	—		
30 Nov. '05	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	185,500	—	637,492	20.1	20,708	261,745	61,118	—		
31 May, '05	98.5	8.8	27.6	—	32	56	379	Old Colony and Newport	4,433,317	—	2,609,822	4,819,760	551,500	1,467,341	6,980,500	86.7	70,108	102,931	61,521	—		
30 Nov. '05	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	4,433,430	11,247	—	450,000	—	—	4,544,677	18.6	1,296,643	526,448	8	—		
30 Nov. '05	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,612	543,996	140,129	—		
30 Nov. '05	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	—	470,727	16.9	—	226,900	110,129	—		
30 Nov. '05	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	—	—	250,000	—	—	250,000	11.1	—	250,000	—	—		
30 Nov. '05	6.1	—	—	—	36.5	—	—	Troy and Greenfield	—	—	—	928,942	979,308	—	—	11.7	49,655	229,724	24,454	—		
30 Nov. '05	69.3	8.0	6.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	166,938	2,860,000	—	—	3,635,667	77.3	151,327	390,086	122,397	—		
30 Nov. '05	158.1	17.3	126.6	—	79	46	1,390	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,800	218.0	1,356,514	3,431,684	1,226,658	—		
30 Nov. '05	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83)	1,164,398	—	224,309	1,141,000	35,500	—	1,275,800	46.7	194,712	431,606	183,750	—		
NEW HAMPSHIRE.																						
31 Mar. '05	93.5	—	—	—	14	10	232	Boston, Concord and Montreal	2,850,000	—	349,233	1,800,000	1,050,000	31,216	3,196,233	93.5	—	422,829	134,871	—		
30 Nov. '05	53.6	—	—	—	18	16	246	Cheshire	2,787,442	—	189,307	2,088,925	677,400	—	2,977,749	73.6	417,001	629,622	101,259	—		
31 Mar. '05	34.5	—	—	—	21	22	494	Concord (par 50)	1,600,000	—	171,775	1,000,000	—	—	1,771,775	34.5	—	151,863	8	—		
31 Mar. '05	29.3	—	—	—	2	4	80	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,052,327	29.3	—	807,967	101,242	—		
31 Mar. '05	99.2	13.0	12.6	—	23	12	465	Merrimack and Conn. Rivers	3,068,400	—	686,588	3,068,400	568,000	—	3,654,988	99.2	—	615,728	215,973	—		
31 Mar. '05	99.2	13.0	12.6	—	23	12	465	Northern New Hampshire	3,068,400	—	740,296	3,068,400	151,400	254,341	3,808,696	99.2	387,739	615,728	215,973	—		
NEW JERSEY.																						
31 Dec. '05	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,425,078	—	—	997,112	2,193,000	259,472	3,449,585	75.2	—	595,459	141,448	—		
31 Dec. '05	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	4,476,368	—	4,315,144	6,942,200	10,169,472	175,000	12,021,672	61.2	—	6,274,667	1,702,559	—		
31 Dec. '05	60.2	—	—	—	—	—	—	Camden and Atlantic	1,885,941	—	—	1,062,743	1,034,775	143,352	2,240,871	60.2	—	283,638	94,067	—		
31 Dec. '05	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,781	1,283,773	528,171	10,655,949	1,509,000	838,636	13,561,735	74.0	1,187,978	3,036,390	1,287,966	—		
31 Dec. '05	63.0	—	—	—	45.5	24	43	Morris and Essex	3,367,292	—	148,427	3,199,000	3,084,775	108,104	6,682,719	63.0	314,000	680,456	166,670	—		
31 Dec. '05	53.8	—	—	—	35	98	180	New Jersey	3,903,171	738,164	—	6,000,000	806,000	—	6,843,399	53.8	654,192	1,876,981	803,323	—		
31 Dec. '05	21.3	—	—	—	2	6	17	Northern New Jersey	461,662	—	—	158,800	200,000	64,621	483,321	21.3	—	186,032	26,874	—		
31 Dec. '05	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	3,975,489	—	—	2,520,700	1,498,500	664,885	4,684,385	65.0	—	320,044	—	—		
31 Dec. '05	18.2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,608,300	18.2	—	272,695	118,133	—		
31 Dec. '05	88.5	—	—	—	47	—	—	West Jersey	1,658,483	—	—	588,400	400,000	—	1,376,400	88.5	—	255,638	56,598	—		
NEW YORK.																						
30 Sep. '05	82.0	—	—	—	4.5	53.0	9	Albany & Susquehanna	3,133,056	198,909	—	1,004,145	1,016,739	173,722	2,794,607	82.0	65,472	175,720	88,064	—		
30 Sep. '05	142.0	—	—	—																		



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Car.		Property and Assets.		Liabilities.				Total Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.							
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.				Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.				
M.	M.	M.	M.	No.	No.	No.																P. C.		
PENNSYLVANIA.																								
31 Jan. '66	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,876,342	44.0	184,201	356,277	123,892			16		
31 Dec. '65	387.0	103.0		117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,806	13,441,150	30,000,000	1,796,588	48,060,780	430.0	2,647,709	5,811,233	2,125,200					
31 Oct. '65	65.0	2.5	4.0		21	9	43	Catawissa	3,350,000	*	*	3,350,000	278,000		3,628,000	69.5	240,418	370,223	149,587					
30 Sep. '65	74.0		5.4		13	12	106	Cumberland Valley	1,582,937		519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698		140,779	8	83			
31 Oct. '65	113.0	4.0	4.0	59.0	55	17	3,070	Del., Lackawanna and West'n	7,583,706	2,683,113		10,247,050	3,491,500	742,536	14,481,135	204.6	1,437,353	1,723,320	38,671	15	144			
31 Oct. '65	36.0	1.7	7.7		9	6	88	East Pennsylvania	1,273,765	161,689		604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072					
31 Dec. '65	78.0		10.0		18			Elmira and Williamsport	2,020,000			1,000,000	1,020,000	Leased	2,020,000		302,872	680,973	loss.	5	30			
31 Oct. '65	18.0		8.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	18.5	149,538	454,480	138,683	10				
31 Oct. '65	81.0	2.0	4.3		13	11	349	Erie and Pittsburg	1,696,921	477,016		664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200					
31 Oct. '65	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	34.0	oper. by Penn. R.R. Co.			7	56			
31 Oct. '65	32.0		1.3	44.0	4	2	14	Hempfield	1,016,459	41,341		1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195					
31 Oct. '64	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328			685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702		10			
31 Oct. '65	80.0	2.0	34.5		20		1,278	Lackawanna and Bloomburg	3,735,613	40,714		1,335,000	2,276,725	121,409	3,733,134	82.0	173,057	639,015	60,201					
31 Oct. '65	70.0	17.5	64.0		62	12	2,573	Lehigh Valley	7,804,088	2,037,529		6,632,230	1,477,000		8,109,230	87.5	647,080	3,049,860	1,851,630	10	65			
31 Oct. '65	23.0	6.0	8.0					Little Schuylkill	1,466,283			2,646,100	905,000	73,555	3,624,635	oper. by Reading (R. R.)				3	35			
31 Oct. '65	130.5		63.3		31			Mine Hill and Schuylk. Haven	3,708,200			3,708,200			3,708,200					8	59			
31 Oct. '65	55.6	14.2	13.9		23	22	685	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,529,199	69.8	318,861	875,064	412,363		38			
31 Dec. '65	354.8	38.7	173.4		352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,651,447	45,850,796	339.2	6,004,300	17,459,169	4,189,111	10	59			
31 Oct. '65	17.0	3.0	22.3		18	42	119	Phila., Germant'n & Norrist'n	1,139,079	283,439		1,476,300	158,000		1,634,300	24.0	311,001	650,739	386,376	8	61			
31 Oct. '65	287.6		55.0		89	38	1,116	Phila. and (Sunbury) Erie	17,692,706			5,069,450	13,009,000	2,000	18,071,450	oper. by Penn. R.R. Co.				10	31			
30 Nov. '65	93.0	59.5	23.3		254	63	7,082	Philadelphia and Reading	22,280,945	3,755,774	1,561,353	20,240,673	6,900,663		30,608,075	471.8	3,688,309	11,149,519	4,812,271	10	51			
31 Oct. '65	96.0		83.6		52	85	988	Philadelphia and Trenton	1,336,388		245,695	999,200	200,000		1,199,200	28.2	177,483	1,030,438	345,591	10	126			
31 Oct. '65	59.5		11.4	89.6	12	11	84	Pittsburg and Connelleville	3,361,664	193,520		1,774,773	1,500,000	64,208	3,784,101	72.0	272,698	394,363	130,361					
31 Dec. '65	463.8	15.0	129.0		119	237		Pittsburg, Ft. Wayne & Chicago	23,183,381		3,362,312	9,312,442	12,573,060	1,597,620	26,545,693	483.8	4,623,073	8,489,082	3,283,547	10	102			
31 Dec. '65	23.0		6.2		8			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leased to Northern Con.	144,006	316,498	116,006		4	40				
31 Oct. '65	24.4		3.3		8	13	31	Westchester & Philadelphia	1,331,640	145,557		684,036	982,300	130,840	1,777,176	20.4	138,578	847,240	200,598					
31 Oct. '65	30.6		4.4		7	3	225	Tioga	821,200	212,788		437,800	326,000	26,292	750,092	30.6	112,409	303,223	128,826	4	46			
RHODE ISLAND.																								
31 Aug. '65	62.0		4.0		16	18	140	N. Y., Providence and Boston	2,563,000			1,755,581	500,000			62.0	340,600	625,041	160,523	12	68			
SOUTH CAROLINA.																								
31 Dec. '65	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,272	250,000	706,385	195,286	197,905	1,099,536	51.9		283,263	151,536	6				
31 Dec. '65	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,585,000	109.6								
1 Jan. '66	133.2	21.3						Greenville and Columbia	2,439,769	324,161		1,420,008	1,145,000	845,546		164.5		341,190	126,871					
23 Feb. '66	102.0							North-Eastern	2,011,552			985,743	960,410	108,172	2,067,325	102.0		220,014	96,145					
31 Dec. '65	130.0	106.0			44	28	252	South Carolina	8,520,583	466,498	511,206	5,819,275	3,071,000	711,297	9,798,587	242.0		413,757	196,985					
TENNESSEE.																								
30 Sep. '60	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187					
1859.....	30.0		1.8					East Tennessee and Georgia	3,637,387	*		1,289,673	2,020,000	200,000		140.0		318,718	187,406					
1859.....	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167					
30 Jun. '65	271.6	19.4	20.0		52	41	249	Memphis and Charleston	5,966,205	814,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142					
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000										
1859.....	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000											
1859.....	59.0		40.1	7	5	119		Mississippi and Tennessee	1,137,400			798,285	564,949	319,518		59.4	69,870	177,256	60,029					
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,008		317,447	632,500	22,369		47.4	54,175	83,129	44,066					
1859.....	34.2		7.0		12	2	81	McMinnville and Manchester	533,507	56,516		144,894	406,000	5,000		34.2	30,065	23,905	13,892					
30 Nov. '60	149.7	44.0			39	17	319	Nashville and Chattanooga	8,632,882			2,956,544	1,731,000			159.0		784,118	337,394	6				
1860.....	45.8		4.2	11.7	5	6	32	Nashville and Northwestern																
1859.....	30.0		0.6	8.0				Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,933	87,243					
— '58	32.0			153.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248						
— '58	56.0			184.0				Texas, (all aided by State)																
— '60	50.0		1.5	75.0	2	1	40	Buffalo Bayou, Braz. & Col'do									52.0							
1 May '60	70.0		6.0	230.0	7	6	124	Galvest, Houston & Henderson	1,250,000			275,000	240,000	171,550		50.0	31,300	32,670						
— '59	26.0			110.0				Houston and Brazoria	4,352,345	*		455,000	975,000	309,000		70.0	102,200	182,840	196,569					
— '59								Houston and Texas Central									25.0							
— '59																								

## PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000	7	7	
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	61	
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	
Camden & Atlantic (preferred)	620,800	7	15	
Catawissa (preferred)	1,150,000	7	32	
Chemung (guarantied)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,925	7	58	
Chicago & Alton (preferred)	2,425,400	7	112	
Chicago & Northwestern (pref.)	12,994,720	7	80	
Coecheho (preferred)	177,750	8		
Ct. & Passumpsic Rivers, (pref.)	1,773,200	10	80	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,987,351	7	84	
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000			
Erie (preferred)	8,635,700	7	77	
Hannibal & St. Joseph (preferred)	2,553,856	7	63	
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st pref.)	6,205,475	7	36	
" (2d pref.)	3,819,772	7	30	
Michigan E. & N. Indiana (guar.)	1,089,700	10	140	
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	100	
" (2d pref.)	1,014,000	7	90	
Milwaukee & St. Paul (preferred)	2,400,000	7	60	
New Haven & Northampton (guar.)	1,010,000	4		
New York & Harlem (preferred)	1,500,000	8		
Niagara Br. & Canandaigua (guar.)	1,000,000	6		
Paterson & Hudson (guarantied)	630,000	8		
Paterson & Ramapo (guarantied)	248,000	8		
Peoria & Bureau Valley (guar.)	1,200,000	6		
Philadelphia & Reading (pref.)	1,551,800	7		
Philadelphia & Trenton (guar.)	1,000,000	10		
Pittsfield & North Adams (guar.)	450,000	6	94	
Port, Saco & Portsmouth (guar.)	1,500,000	6		
Railroad & Burlington (preferred)	382,700	8		
" (preferred)	606,176	6		
St. L. Alton & Terre Haute (pref.)	1,700,000	6	65	
Toledo & Wabash (preferred)	984,700	7	63	
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7		
" (2d pref.)	908,422	7		
Troy & Greenbush (guarantied)	274,400	6	48	
Vermont & Canada, (guarantied)	1,600,000	8	102	
Warren (guarantied)	1,408,300	7		
White Mountains (guarantied)	200,000	6	5	
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J	1896	92	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" sterling	4,375,000	6	1890		
Preferred bonds	1,700,000	6	18		
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	87	
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penna.:					
Bonds	673,799	7 J. & J.	1865		
Interest Certificates	161,900	6	1868		
Lehigh Navigation:					
1st Mortgage	414,157	6 Qtrly.	1870		
Six per cent. Loan	2,667,276	6	1884	91	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6	1865		
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	92	
2d Mortgage	295,750	6		90	
Boat Loan	99,582	6		93	
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	89	
2d Mortgage	3,980,670	6 J. & J.	1882	80	
Improvement	1,601,670	6 M. & N.	1876	75	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865		
Md. stg. loan converted	200,376	5	1865		
Mortgage bonds	993,000	6	1878	60	
Preferred Interest b'ds.	227,569	6	1878	24	
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	22	
West Branch & Susquehanna:					
1st Mortgage, s'k' fund	450,600	6 J. & J.	1878	90	
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	86	

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	p.c.	95
Chesapeake and Ohio	100	8,226,596		
Delaware Division	100	1,633,350		56
Delaware and Hudson	100	10,000,000	10	155
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	50	6,091,700	10	55
Lehigh Navigation	50	728,800	3	
Monongahela Navigation	100	1,025,000	10	87
Morris, (consolidated)	100	1,175,000	10	124
" (preferred)	100			
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	23	
" (preferred)	50	2,888,983	33	
Susquehanna and Tide Water	50	2,048,260	13	
Union	50			
Union (preferred)	50	2,787,000	4	
West Branch and Susquehanna	100	1,100,000	6	28
Wyoming Valley	50	750,000	16	54

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, 99 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash)	per ton 47 — @ 50 —
Pig, American, No. 1	— @ 48 —
Bar, Refined, English	— @ 100 —
Bar, Swedes, assorted sizes (in gold)	— @ 100 —
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d q'ty.)	per lb. — 18 @ — 22
English Spring (1st & 2d q'ty.)	— 10 @ — 12
English Blister (1st & 2d q'ty.)	— 11 @ — 19
English Machinery	— 13 @ — 14
German	— 13 @ — 14
American, Blister	— 11 @ — 17
American, Cast, Hammered	— 10 @ —
American, Cast, Rolled	— 12 @ — 15
American Spring	— 15 @ —
American Machinery	— 13 @ — 14
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 25 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New (suits)	per lb. — @ 40 —
Sheathing, Yellow	— 20 @ —
Pig, Chile	— @ —
Bolts	— @ 40 —
Braziers'	— @ 40 —
American Ingot (cash)	— 28 @ — 29 1/2
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. — @ —
Spanish	6 75 @ 6 87 1/2
German Refined	6 75 @ 7 —
English	6 75 @ 7 12 1/2
Bar	per lb. — @ 10 25 —
Pipe and Sheet	— @ 10 25 —
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banco	(gold) per lb. — @ 24 —
Straits	(gold) — 22 @ — 22 1/2
English	(gold) — 21 @ — 21 1/2
Plates, I.O. Charcoal-p. box. 9 25 @ 9 50 12 50 @ 12 —	
Plates, I. C. Coke	8 — @ 9 — 10 75 @ 12 50
Plates, Coke Terne	6 75 @ 7 — 9 50 @ 10 —
Plates, Charcoal Terne	9 — @ 9 25 12 — @ 12 50
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 60d. (cash)	per 100 lb. — @ 6 75 —
Clinch	— 8 25 @ 8 50
Copper	— @ 48 —
Ausable Horse, Norway Iron, Forged	— @ 32 —
Zinc Nails (6 mos.)	— @ 20 —
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	— 19 @ — 19 1/2
Refined, free L. S. to White	— @ 46 1/2 —
Ref'd, in bond, prime L. S. to White	— @ 29 —
Ref'd, in bond, Standard White	— @ 30 —
Naptha, Refined (60 @ 68 gravity)	— 25 @ — 26 —

New York Stock Exchange.  
Actual Sale Prices for the week ending Jan. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Atlantic M. S. S. Co.	109	108	107	107 1/2	106	
At. & Gt. W. (O) 1st m't.						
Buffalo, N. Y. & E., 1M.						
California 7s	115					
Canton Co.	49	49	49	48 1/2	49 1/2	
Central Am. Transit.						
Chicago & Alton	109		110 1/2	110		
" pref.	111					
" 1 M.						
" S. F.						
" Inc. b'ds						
Chicago, Burl. & Q.			152	132	131 1/2	
" 8 p.c.				111 1/2		
Ohio & Northwest'n	46 1/2	46	46	46	46 1/2	46 1/2
" pref.	55	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
" 1st M.	58					
" 2d M.						
" S. F.						
" Consol.	85	85		84 1/2		
Chicago & Rock Isl.	104	104	104 1/2	103 1/2	104	
" 1st M. '70						
Clev., Col. and Cin.	111					
Clev. and Pittsburg.	90	89 1/2	89 1/2	89 1/2	91	
" 2 M.						
" 3 M.						
" 4 M.						
Clev. and Toledo	120 1/2	125 1/2	124 1/2	126 1/2		126
" S. F. 7 p.c.			99			
Cumberland Coal, pref.	89 1/2			90	92 1/2	94
Del. & Hudson Canal			154		155	155
Del., Lack. & West.						
" 1M. S.p.c. '71-6						
" 2M. S.p.c. '81						101
Erie	67 1/2	68 1/2	67 1/2	67 1/2	66 1/2	67 1/2
" pref.	85	86 1/2	84 1/2	77 1/2		
" 1 M. 7 p.c. '67	102		102	101		
" 2 M. 7 p.c. '79						
" 3 M. 7 p.c. '85						
" 4 M. 7 p.c. '80						
" 5 M. 7 p.c. '88						
Hudson River	130	132		132	130	130
" scrip						
" 1M. 7 p.c. '69						
" 2M. S.F.			103			
" 3M. 7 p.c. '75						
" conv. bonds						
Illinois Central	121 1/2	122	122	121 1/2	120 1/2	120
" Can. b'ds.						
" bonds						
Marietta & Cin. 1st pref.						
" 2d	104					
" 1st mort.			13	14	14	14
Mariposa Mining Co.						
Michigan Central	108 1/2	108 1/2				108 1/2
" S.F. S.p.c. '82						
" conv. S.p.c. '69						
M. S. and N. I.	83	83	82 1/2	82 1/2	81 1/2	82
" guard						
" 1M. S.F.			96	95 1/2	95	
" 2 M.	92					
Mil. and P. du Chien						
" 1st pref.						100
" 2d pref.			90			
" 1st M.						
Milw. and St. Paul.	49	49	48	47		
" pref.	69 1/2	68 1/2				
" 1st mort.	85 1/2		86 1/2			87
" 2d mort.						
Miss. & Mo.						
" L.G. bonds						
Missouri 6s	95	94 1/2	95	96	95 1/2	95 1/2
" iss. to H. & St. J.R.					80 1/2	80
" Pacific	95		95			
New York Central	113	112	111 1/2	112	111	111 1/2
" Real Estate						
" 7s. S.F. '76						
" 7s. conv. '76						
" 6s. S.F. '83						
" 6s. S.F. '87						94 1/2
N. York & Harlem						
" pref.						
" 1M. 7 p.c. '78 100	101	101				
" 2M. 7 p.c. '64						
" 3M. 7 p.c. '67						
North Carolina 6s.		58	57	56		56
" ex-coupon.			57 1/2	56 1/2	55	
" new	57 1/2					
Ohio & Miss. cer.	28	28 1/2		29 1/2	27 1/2	27 1/2
" pref.						
Pacific Mail S.S. Co.	171 1/2	169	171	169 1/2	170 1/2	170 1/2
Panama	280	269	260	260		
Phila. and Reading	105 1/2	105 1/2	105	105 1/2	105	105 1/2
Pitts. Ft. W. & Chicago	106 1/2	104 1/2	105	104	103 1/2	103 1/2
" 1M.						
" 2M.						
" 3M.						
Quicksilver Mining Co.	45 1/2	45	45	44 1/2	43 1/2	43 1/2
St. L., Alton & T. H.					65	39 1/2
" pref.						
" 1M.						
" 2M. pref.						
" Inc. b'ds		76		75 1/2		
Tennessee 6s. 1890	88 1/2	90				
" ex-coupon.	68	67 1/2	67 1/2	67 1/2	66 1/2	66 1/2
" new	67 1/2	67 1/2	67 1/2	67 1/2	65 1/2	65
Tul. Wab. & Western	45	45 1/2	45	45 1/2	44 1/2	45
" Pref.						
" 1M. ex.		93				
" 2M.						
" Int. b'ds						
Virginia 6s				59 1/2		



## New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	102½	102	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup., 99½	99½	---	100	100	99½
U. S. 5s, 10-40s, reg.	---	---	100	---	---
U. S. 6s, 1881, reg.	108½	---	---	108½	---
U. S. 6s, 1881, cou.	107½	108½	108½	---	---
U. S. 6s, '81, O.W.Ly.	---	---	---	---	---
U. S. 6s, 1881, " 4y.	---	---	---	---	---
U. S. 6s, 1867, reg.	---	---	---	---	---
U. S. 6s, 1868, reg.	---	---	---	127	---
U. S. 6s, 1868, coup.	---	---	---	128	---
U. S. 6s, 5-20s, c. 1862, 106½	107½	107½	108	---	107½
U. S. 6s, 5-20s, c. 1864, 105½	106½	105½	106	---	---
U. S. 6s, 5-20s, c. 1865, 106½	---	106½	106½	---	---
U. S. 6s, " reg.	---	105½	---	106	106½
7.30 Notes, 1st series, 105	105	105	105	105	104½
" " 2d series, 104½	104½	104½	104½	104½	104½
" " 3d series, 104½	---	---	105	104½	104½
American Gold	---	---	---	---	---

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

Cattawissa	---	---	---	---	---
" preferred	29½	29½	29½	29½	30½
Camden & Amboy	130½	130½	---	---	---
" " 6s, '87	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75, 91	---	---	---	---	---
" " 6s, '83	---	---	92	92	---
" " 6s, '88	---	90½	90	90	---
" mort. 6s, '89	---	---	---	---	---
Ches. & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	---	56½	56½	---	---
Elmira & Wmport	---	---	---	---	---
" " prof.	---	---	---	---	---
" " 7s	---	---	---	---	---
Lehigh Navigation	55	55½	55½	55	---
" " 6s, '84	---	91½	91½	---	---
Lehigh Valley R. R.	67½	67½	---	66	---
" " 6s	91½	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	---
" " 7s	---	---	---	---	---
Long Island	---	90½	---	---	---
" " 6s	---	---	59	---	---
Minehill	---	---	87½	87½	---
Morris Canal	---	---	124	---	---
" " prof.	---	---	---	---	---
" " 6s '76	---	---	---	---	---
North Pennsylvania	38	38½	---	38½	---
" " 6s, 90	89½	---	90	---	---
" " 10s	116	---	---	---	---
Northern Central	47	47½	47½	47	---
Pennsylvania R. R.	56½	56½	56½	56½	---
" 1st m.	---	---	99½	---	---
" 2d m.	---	97½	---	---	---
Penn. State, 5s	92	92½	92½	---	---
" " 6s, coupon	---	---	---	---	---
" " 6s, W. L. 101	---	---	---	---	---
Philadelphia City, 6s	95	95½	95½	95	96
" " new, 99½	99½	99½	99½	99½	100
" " mun. 99	99	99	99	99	---
Philad. Germ. & Nor.	---	62	61	62	---
Phila. & Reading	52	52½	52½	52½	52½
" " 6s, '86	---	---	---	---	---
" " 6s, '70	---	30½	31	31	---
Philadelphia & Erie	31	---	---	---	---
" " 6s	---	92	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	---	---	23	---	---
" " pref. 35½	---	---	33½	---	---
" " 6s '82	80	---	---	---	---
" " 6s '76	---	---	89½	---	---
" " 6s '72	---	---	---	---	---
Susq. Canal	---	18	---	---	---
" " 6s '78	---	62½	62½	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s '83	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" bonds	---	---	---	---	---
Hestonville, (Horse) 14½	14½	14½	14½	13	---
Chestnut & Wal.	51	51	51	---	---
Green & Coates, "	---	---	90	---	---
2d and 3d streets, "	---	---	---	---	---
Spruce & Pine, "	---	---	30	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8

Baltimore City 6s, 1875	97½	---	97½	---	---
" " 1886	---	---	---	---	97
" " 1870	---	---	---	---	---
" " 1890	98	97½	97½	97½	97½
Balt. and Ohio	---	---	116	116½	---
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	---	95½	---	97½	---
" " " '80	---	---	---	---	---
" " " '86	---	---	---	---	---
Northern Central	47½	47½	---	---	---
" " b'ds, 1885	---	---	---	---	---
" " " 1900	89	---	---	---	---
City Passenger R. R.	---	---	---	---	---

## Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9

Boston and Lowell	---	---	---	---	---
Boston and Maine	128	---	---	---	130
Boston and Providence	135	135	135	---	---
Boston and Worcester	---	142	142	---	142
Cheshire, pref.	61	5½	---	---	---
Concord	---	---	---	---	---
Connecticut River	107	105½	---	106	107½
Eastern, Mass.	107	107	107	107	108
Eastern, N. H.	107	107	---	---	---
Fitchburg	---	116	---	---	116
Manchester & Lawr'ce	---	---	---	---	---
Michigan Central	---	---	---	---	---
Northern, N. H.	107½	---	---	---	---
Old Colony & Newport	97	96½	99	99	96½
Ph. Wil. & Baltimore	56	56	56	56	56
Port'd, Sauc. & Ports	---	---	---	---	100
Vermont & Canada	100	100	100	100	100
Vermont & Mass.	---	56	56½	57	56½
Western	140½	140½	140½	---	140
Broadway (Horse)	---	---	---	---	---
Cambridge	---	---	94	94	---
Metropolitan	54½	---	54	53½	53½
Middlesex	---	---	---	---	47
Central Mining Co.	---	---	---	---	---
Copper Falls	48½	---	46	47½	47
Franklin	---	36	34	34	36
Huron	32	31	32	32	33
Isle Royale	8½	---	---	---	11
National	---	---	---	---	---
Minnesota	---	12	---	12	---
Pewabic	25	---	24	24	23½
Pittsburg	---	---	---	---	---
Quincy	37½	38	38	37	35
Rockland	9	8½	9	8½	---

## London Stock Exchange.

The following were the closing prices for American Securities on the 21st of December.

United States 5-20 yrs., 1882, 6 per cent	72 @ 72½
Virginia State, 5 per cent	49 @ 50
Do., 6 per cent	41½ @ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70
Do. do., 2d mort., 1881	65 @ 70
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	65 @ 70
Do., consolidated mortgage bonds, 1890	41½ @ 41½
Erie shares, \$100 (all paid), 8 p. c.	48½ @ 49
Do., convertible bonds, 6 p. c.	68 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent, 1875	69 @ 71
Do. \$100 shares (all paid)	78½ @ 79
Marquette and Cincinnati R. R. bonds, 7 p. c.	68 @ 70
New York Central, \$100 shares	---
Panama Railroad, 2d mort., 1872, 7 p. c.	101 @ 103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	87 @ 89
Do. \$50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	---

## American Railroad Journal.

Saturday, January 12, 1867.

## Stock Exchange and Money Market.

A livelier movement has been reported in money through the past week, resulting in part from private negotiations on Treasury account, in part from the efforts of the local banks to make a creditable exhibit in their quarterly statements to the Department, and in part from an increase of remittances to the South, to aid in the marketing of the cotton crop. All these circumstances have had a direct influence on the call loan market, modifying the amount of capital immediately available to other than the most unexceptionable borrowers, and keeping up the rate on railway and miscellaneous stock collaterals to fully seven per cent. The dealers in the public funds have had ample means furnished to them at six per cent. The discount market has been devoid of animation. The active inquiry from the Stock Exchanges and the Gold Room for temporary accommodation has operated against the calls of mercantile borrowers. The best short date commercial paper has been quoted at 7@7½, and very good do. at 8@8½ per cent. per annum with a limited volume of negotiations in either class, and no noticeable movements in inferior grades of paper. The last weekly statement of

the City Banks has been interpreted favorably for an easy working of the loan market in the immediate future, and the current reports from the street are of a steady increase in the available supply of capital seeking controllable and lucrative employment, which tends to the benefit of borrowers. The local bank return for the past week showed an increase of \$2,025,434 in legal tender reserve, \$1,722,274 in deposits, and \$98,253 in circulation, with a decrease of \$1,502,301 in the loan item, and \$390,430 in specie. The specie reserve of the banks is now \$12,794,792, against \$15,778,471 the same time last year. The city bank deposits are now \$202,533,564, against \$228,484,370 week ending Oct. 6, 1866, and \$195,482,254 week ending Jan. 6, 1866. Their legal tender reserve amounts to \$65,026,121, against \$71,617,487 same time last year. Their circulation now stands at \$32,762,779, against \$18,588,428 same time last year. The loans are now \$257,852,460 against \$279,135,790 nine weeks ago, and \$233,185,059 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$97,395,557 a day, against a daily average of \$101,183,590 the preceding week; and \$103,183,599 the week ending with Dec. 23. The current week's exchanges average about \$105,605,000 a day.

National Bank notes to the amount of \$18,000, were issued last week, making the total issue to 1,663 banks thus far \$300,755,351, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$2,145,932, leaving, with the existing 1,650 banks, an actual circulation at this date, of \$298,609,419. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,363,150; and for the public deposits, \$38,933,950—making a total of \$379,297,100. The Treasury Department, last week, redeemed and destroyed \$262,928 of worn and mutilated fractional currency, and issued \$308,719 worth of new.

The official January exhibit of the National indebtedness has been published since our last. It showed a further liquidation in December of over six millions, making over \$214,000,000 paid off in sixteen months. The most important changes in December were a reduction of \$25,243,450 in the currency interest bearing debt, and an increase of \$29,422,150 in the coin interest bearing bonds. The legal tender circulation was diminished during the month \$4,944,007 in the plain greenback form, and \$2,486,300 in the compound interest notes. The aggregate net indebtedness of the Government was on the 31st of August, 1865, \$2,757,681,571; on the 31st of the following October, \$2,740,854,758; on the 31st of July, 1866, \$2,633,099,276; on the 30th of November, \$2,549,631,238; and on the 31st ult., \$2,543,235,174. The net aggregate of public indebtedness of the country was reduced full \$173,156,362 in the year 1866, or at the rate of nearly fourteen and a half millions a month. The liquidation of the debt has been attended by a progressive contraction of the outstanding volume of legal tender notes. The aggregate legal tender circulation is now \$525,368,862, against \$532,828,989 on the 1st ult., showing a decrease of about seven and a half millions in a month. The plain greenback circ-

lation on June 1, was \$402,128,818; Aug. 1, \$480,361,728; Sept. 1, \$399,603,592; Oct. 1, \$398,165,292; Nov. 1, \$390,495,785; Dec. 1, \$385,441,849, and Jan. 1, 1867, \$380,497,842, showing a contraction of about twenty-three millions in seven months.

The U. S. Sub-Treasury receipts, week ending with Jan. 5, were \$17,565,951, including \$1,584,087 from customs duties; payments, \$12,304,499; balance at the close of the week, \$102,613,658, against \$97,852,206 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$5,172,712, and payments, \$4,430,341; on Tuesday, receipts, \$9,005,640; payments, \$10,143,858. The balance at the close of business on Tuesday stood at \$102,217,810, against \$98,085,507 a week previous.

Government revenues are increasing again, quite encouragingly. Excises, last week, yielded about \$6,955,298, against \$4,000,000 the preceding week; customs at the port of New York, (in five business days) 1,584,087, and at the outports, about \$500,000 (in coin) more, making the grand total income for the week equal about \$9,779,000 in currency, against disbursements of only about \$2,800,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$175,000,000, or some thirty millions in excess of the Treasury estimates. In the calendar year ending with Dec. 31, 1866, the customs revenue of the Government (in coin,) at all the ports of the country was about \$180,000,000, including \$130,222,000 at the port of New York, against gold interest disbursements, through the year, of \$70,680,377, including \$48,680,377 through the port of New York. In the course of the year, of the surplus coin revenue, \$66,216,424 were sold or otherwise disposed of, for the benefit of the Treasury, and the proceeds applied chiefly to the reduction of the public debt; while \$42,951,878 were added to the Treasury coin reserve, the aggregate of which, Jan. 1, 1867, was \$97,841,968, including the deposits on private account, which amounted to \$16,462,680. Since Jan. 1, the Treasury Department has been disbursing January coin interest liberally, increasing the available supply of gold in the open market, and making a corresponding diminution of the coin reserve in the Treasury vaults. On Tuesday, the Treasury held \$91,849,000 in coin, against \$97,821,967 on the first of the current month of January.

Gold has been advancing in price, gradually, since the 1st inst. The week's fluctuations have been from 132 to 135½. There has been more steadiness in the market since Monday. The extremes on Wednesday were 134¾@133¾, and the closing figures on that day 133¾. The demand for gold has been quite active, through the week, chiefly from speculative sources. The customs inquiry has been increasing, and is now up to an average rate, with the prospect of an improvement, as trade revives and the withdrawal of foreign goods from bonded warehouses progresses. The export demand is quite insignificant. The total imports of specie from Europe, and other foreign ports in 1866 were \$9,678,432. The customs demand for Gold last week, averaged \$316,805 a day; thus far, this week, it has been equal to \$367,173 a day, or equal to a weekly aggregate of \$2,203,038.

The arrivals of specie from Europe, Havana and other foreign ports, during the week reached \$12,233, and from California, none. The total customs revenue of the Government, in coin, at this port, in 1866 was \$130,222,092, against \$102,794,945 same time last year. The total receipts of California gold at this port in 1866 were \$42,750,965, against \$20,680,164 same time last year, showing an increase, in 1866, of \$22,070,801. The exports of specie from this port, last week, were \$817,512. The total outflow of specie from the port, during the year 1866 was \$62,553,700, against \$30,003,683 in 1865, \$50,804,921 in 1864, and \$69,715,866 in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, \$3,934,000. The total coin interest disbursements through the Government office, in 1866, were \$48,680,377, against \$40,405,279 same time last year. The specie exports from San Francisco from Jan. 1, to Dec. 4, reached \$41,834,169, against \$42,240,601 same time in 1865. A telegraphic dispatch from San Francisco reports the receipts of treasure at that port from all sources for the year 1866 at \$53,647,549 and the exports therefrom at \$44,365,668.

A moderate business has been reported in Foreign Exchange on a comparatively firm market. The supply of prime bills has been rather less extensive and leading drawers have been unwilling to sell at anything off full asking rates. Bankers' 60 day bills on London closed at 109½@109¾, and on Paris to 5.18¾@5.15; sight bills on London to 110@110¼; and on Paris to 5.15@5.13½. The offerings of produce bills have been fair since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,716,624. The exports in 1866, were to the value \$191,703,602, against \$178,626,298 in 1865.

Government securities have been in good demand, through the week, chiefly for home investment purposes opening at buoyant prices, and closing without any remarkable depression, despite the efforts which have been made to use the political discussions and excitement at Washington, to damage the public credit. The inquiry has been mainly for the favorite six per cent. gold bearing bonds of 1881, and the various issues of the Five-Twenties, especially the earliest and the latest. The outstanding Five-Twenties of all issues now amount to \$891,125,100. The six per cents of 1881 now amount to \$283,740,850, against \$283,740 a month ago. These, with the \$171,069,350 of ten-forties constitute the bulk of the coin bearing portion of the debt. The Seven-Thirty notes have attracted less attention than the funded obligations and have been less buoyant in price. The three series of the seven-thirty currency loan now outstanding reach \$676,856,600 against \$699,933,750 a month ago, making the total reduction in the Seven-Thirty line (mainly of the first of August issue, maturing in about seven months) about \$153,000,000 from the original aggregate issue of \$830,000,000. There has been a better inquiry for the compound interest notes at firmer rates. U. S. sixes of 1867 closed here on Wednesday at 127@128; U. S. sixes of 1868, at 128@129; U. S. sixes of 1881, 108½@108¾; U. S. Five-twenties of 1862 at 107½@107¾; U. S. Five-twenties of 1865 at

106@106½; U. S. Five-twenties of 1866, consolidated, 104@104½; U. S. Ten-forties at 99¾@100, and U. S. Seven-thirties at 104½@104¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....116½	May, 1865.....111¼
July, 1864.....116	August, 1865.....110½
August, 1864.....115½	September, 1865.....110¼
October, 1864.....114½	October, 1865.....110
December, 1864.....113½	

On the 1st inst. the coin balance in the National Treasury amounted to \$97,841,967, including \$81,399,287 absolutely the property of the Treasury, as against \$75,550,316 on the 1st of December; and \$16,402,680 belonging to depositors holding gold certificates, as against \$10,636,500 standing to the credit of the same parties on the 1st ult. The currency balance in the Treasury fell from \$40,195,821 on the 1st of December, to \$33,865,765 on the 1st inst.

A comparatively moderate movement has been reported in the railway and miscellaneous Stock line, through the week, at yielding prices, though there was no very decided pressure to realize until Wednesday, when there was some rather free unloading on the part of weak holders. The market closed up very heavily and without activity. Neither class of operators evinced much inclination to do anything like an extensive business, pending some definite congressional action on the vital political, financial, and industrial issues now under discussion in the national legislature. Should money work easy, however, this reluctance to move would probably give way to the temptations to speculate which cheap money almost invariably presents.

In general business, there has been no encouraging improvement since our last. Produce operations have been on a restricted scale and toward the close on the basis of drooping prices for breadstuffs, cotton, and most kinds of provisions, the exception having been barrelled pork, which left off in favor of sellers, on some speculative activity. The spiritless telegraphic advices from England have damaged the home market for Cotton, which closed heavily on Wednesday 35@36½ for middlings, per lb. The stock of cotton now here is estimated at about 170,000 bales. The receipts at the port this week, have averaged 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 292,000 bales, against exports of 119,698 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 762,000 bales against 905,000 bales same time last year; exports, 290,000 bales, against 432,000 bales same time last year, estimated stock at latest dates, 560,000 bales, against 470,000 bales same time last year. In foreign merchandise, some increase of activity is reported in groceries, hides, skins, and metals, but thus far, the dry goods interest has exhibited no very decided symptoms of improvement. The current importations are quite moderate and are mainly bonded to await the revival of trade. The total imports of foreign dry goods, last week, were \$1,690,285, and the total amount marketed \$991,208. The value of foreign merchandise imported last week, was \$2,449,789—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,140,074, and for the year 1866, \$297,957 against



\$222,619,138 in 1865. The ocean freight market is less active being quoted firmer with 581 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d.per bbl.; grain at 3½@4d. per bushel; cotton at ¼@5.16d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 22.	Dec. 31.	Jan. 9.
Consols .....	89¾	—	91
U.S. 5-20's of 1862.....	72¾	72¾	72¾
U.S. 5-20's of 1865.....	71	71¾	71¾
Erie .....	46	46	45
Ill. Central.....	79	80¼	81

The New York exports, exclusive of specie, for the week ending Jan. 8, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$4,091,557	\$3,716,624

We give elsewhere a statement of the National Debt—the only correct one yet published.

The balance in the Sub-Treasury on Wednesday was \$101,592,334.61.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Brooklyn Park Loan, 90; do, Water Loan, 96; N. Y. State 6s, 1873, 99; do, 5s, 1874, 94; do, Bounty Loan, reg., 105¾; do, 7s, 1870, 102½; Rhode Island 6s, 98½; Connecticut 6, 98½; Dubuque and Sioux City 1st mort., 82; Great Western 2d mort., 71; Chicago, Rock Island and Pacific 7s, 92; Galena and Chicago 1st mort., 100; Morris and Essex 1st mort., 96¾; New York and New Haven, 115; Rome, Watertown and Ogdensburg, 95; New Jersey Central, 124; Indianapolis and Cincinnati, 87; Stonington, 98; U. S. Exp., 68; Am. Express, 78; Adams' Exp. Co., 68; South Am. Nav. and Marine R. R. Co., 117; Union Navigation, 108½; Cary Imp., 11; Boston Water Power, 30; Butler Coal, 20; Maryland Anthracite Coal, 8¼; Wilkesbarre Coal, 57; Pennsylvania Coal, 145; American Coal, 65; Cameron Coal, 10; Mariposa pref., 30; do, 1st mort., 43; Brunswick City Land, 9; Western Union Telegraph, 45½; do, Russian Extension, 96¼; Shoe and Leather Bank, 111; Gallatin National Bank, 110; Central Bank, 112; 4th National Bank, 105¾; Continental Bank, 110; Bank of Commerce, 114; American Flag, 2.30; Atlantic and Pacific, 3.40; Benton, 1.20; Boscobel Silver, 1.60; Bates and Baxter, 2.25; Consol. Gregory, 16.85; Corydon, 5.80; Davidson Copper, 0.58; Gilpin, 3.50; Gold Hill, 4.29; Gunnell, 1.30; Grass Valley, 0.85; Holman, 0.23; Hope, 1.00; Hibbard G. and C., 85; Iron Tank Storage, 35; Keystone Silver, 0.09; La Crosse, 1.70; Long Island Peat, 4.35; Liberty, 0.12; Montana, 0.65; Mercantile, 0.85; Mill Creek, 0.12; New York, 2.35; Nye, 0.12; Ohio and Col., 0.65; Pah Ranegat Central, 2.00; Perry and People's, 0.08; People's Gold and Silver, 2.45; Quartz Hill, 4.85; Rocky Mt., 2.50; Rockland Copper, 9.50; Smith and Parmalee, 8.00; Superior Copper, 4.50; Tudor Lead, 3.00; Texas, 0.20; Walkill Lead, 1.45; Wells Fargo & Co., 75; Yellow Jacket, 0.50; Buchanan Farm Oil, 0.20; U. S., 3.90; Forrest County, 0.02; Central, 1.15; U. S. Pet., Farms, 0.10; Bergen Coal and Oil, 0.25.

**Philadelphia.**—Camden and Amboy scrip., 46½; 13th and 15th streets, R. R., 19; Union Passenger R. R., 19; Warren and Franklin 7s, 85; West

Jersey 6s, 85; Cleveland and Mahoning bonds, 93; Belvidere Delaware 6s, 85½; Hazleton Coal, 58½; Locust Mt., 46; St. Nicholas Coal, 1½; Fulton Coal, 5½; Northern Liberties, 6s, 96; Spring Garden 6s, 96; Delaware Division Canal 6s, 87; Girard Bank, 56; Mechanics Bank, 32; Farmers' and Mechanics' Bank, 135; 1st National Bank, 140; McElheny Oil, ¾; Hyde Farm, ¼; Keystone, ¾; Maple Shade, 2¼; Ocean, 3¼; Egbert, ¾. The latest quotations are: City 6s, 96@96½; do, free of tax, 100¼@9100¾; State 5s, 92¾@93; do, coupon, 92@93; do, 6s, W. L., 101@—; Phila., Wil. and Balt., 56; Reading, 52½@52¾; do, 6s, 1870, 95@97; do, bonds, 91@92; do, com., 112@117; Camden and Amboy, 130¾@132½; Penn. R. R., 56½@56¾; do, 1st mort., 99½@109; do, 2d mort., 97@97½; Little Schuylkill R. R., 33@33; Morris Canal, 87@88; do, pref., 124@125; do, bonds, 92@95; Wyoming Valley Canal, 52@54; do, 6s, 85@89; Susquehanna Canal, 13½@14; do, 6s, 62@63; Sch. Nav., 23¼@24; do, pref., 33¼@34; do, 6s, 1882, 80@81; Union Canal bonds, 21½@28½; Delaware Div. Canal, 56¾@56¾; do, bonds, 67@97½; Elmira and Williamsport, 29@31; do, pref., 42@45; do, 7s, 1873, 94@100; do, 5s, 65@67; Lehigh Coal and Navigation, 54¾@55; do, bonds, 1884, 91½@91¾; North Pennsylvania, 39@40; do, 6s, 90@90½; Philadelphia and Erie, 81¼@81½; do, 6s, 92½@93; Minehill, 58½@59; Catawissa, —@—; do, pref., 32½@32½; Lehigh Valley, 65½@66; do, bonds, 95@98; Fifth and Sixth streets, (horse,) —@50; Second and Third, 89@90; West Philadelphia, 73@75; Spruce and Pine, 30@30¼; Green and Coates, 29¼@—; Chestnut and Walnut, 45@49; Thirteenth and Fifteenth, 18¾@19¼; Girard College, 28@29½; Tenth and Eleventh, 60@70; Union, 40@41½; Hestonville, 14¼@14½.


**Boston.**—Salem and Lowell 6s, 83½; Ogdensburg 1st mort., 100; do, 2d mort., 71; Vermont Central 1st mort. 7s, consolidated, 76; do, 2d mort., 88½; N. Y. and Boston Air Line 6s, 39; Central Pacific 7s, 1875, Gold, 95¾; Old Colony and Newport 6s, 1875, 97½; Rutland and Burlington 1st mort., 122½; Sandusky, Dayton and Cincinnati old, 12½; do, 6s, 1900, 78¾; Worcester and Nashua, 114¾; Ogdensburg and Lake Champlain R. R., 74; do, pref., 102½; Boston, Hartford and Erie, 11½; do, 7s, 41¼; New England, Pet., 0.01; Indian Spring, 0.65; Massachusetts and Oil Creek, 0.10; Pepper Well, 0.45; Central Petroleum, 1.00; Beebe Farm, 2.60; Crescent Petroleum, 0.13; Roaring Brook Coal, 40; Summit Branch Coal, 10½; Mt. Pleasant Coal, 18; Short Mt. Coal, 14½; Newport Coal, 59½; Collins Coal, 9.00; Mammoth Vein Coal, 1.50; Lackawanna Coal, 7; Harleigh Coal, 35; Gilberton Coal, 20; Boston Water Power Co., 30; Cary Imp., 11½; Ophir, N. S., Gold, 2¾; Gilpin Gold, 3.50; Clarendon Gold, 0.03; Colorado Gold, 1.75; Montezuma Gold, 1.00; Quartz Hill Gold, 4.65; Victoria Lead, 1.05; Massachusetts 5s, 1883@1894, gold, 99½; Maine 6s, 1871, 100; New Hampshire 6s, 1878, 100; Bangor 6s, 1874, 96¾; St. Louis 6s, 1881, 86; Portland 6s, 1871, 98; Boston 5s, 1877, 100; do, 6s, 1876, currency, 102½; Charlestown 6s, 1874, 100; Lynn 6s, 1885, 100½; Adams' Exp., 69; Merchants' Bank, 118; Everett Bank, 101; Globe Bank, 129¾; State

Bank, 110½; 3d National Bank, 110¾; Howard Bank, 108; Traders' Bank, 103¾; Old Boston Bank, 65¾; Shoe and Leather Dealers' Bank, 132; New England Bank, 124; Bank of Commerce, 117; Pawnors' Bank, 97¾; Mt. Vernon Bank, 120; Market Bank, 107½; Elliot Bank, 117½; Bank of North America, 106; Allouez Mining Co., 3½; Albany and Boston, 7; Bay State, 9¾; Canada, 60c.; Concord, 2½; Calumet, 75c.; Dana, 1½; Eagle River, 2; Hancock, 12¼; Hanover, 1½; Hecla, 50; Humbolt, 1½; Mesnard, 1½; Pontiac, 51c.; Petherick, 3; St. Clair, 3¾; South Side, 1½; Superior, 3¾; Winthrop, 1½.

**Baltimore.**—Marietta and Cincinnati 1st mort., 87½; N. W. Va. 1st mort., 94; Virginia and Tennessee R. R. 8s, 80; Virginia 6s, old, reg., 31; Maryland 6s, 1890, 100; Georges' Creek, 101; Maryland Anthracite Coal, 7¼; Atlantic Coal, 0.65; Santa Clara, 2¾; North State, 0.10; Balt. and Cuba Smelting and Mining Co., 53; Balt. Chrome, 0.30; Susquehanna Canal bonds, 60½; Bank of Baltimore, 102; Western Bank, 28; Merchants' Bank, 103; 3d National Bank, 101¼; Franklin Bank 13. The latest quotations are: Balt. and Ohio, 116¼@—; do, 6s, 1867, 98@100¾; do, 1875, 95¾@96; do, 1880, 95¾@96; do, 1885, 97¾@98; Northern Central, 47@48; do, bonds, 1885, 85@88½; N. W. Va. 1st mort., 1873, 94@95½; do, 2d mort., 96@96; do, 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87½@87¾; Central Ohio, 24@—; do, 1st mort., 89@95; Western Md. bonds, 65@70; do, guar., —@95; Maryland 6s, coupon, 1870, 101@102; do, Ins., 101@102; do, 1890, 100@102; Baltimore 6s, 1870, 95@98; do, 1873, 95@96; do, 1875, 97@97¾; do, 1886, 97@97; do, 1890, 97@97½; do, coupon, 100@100; Park, do, 97@97½; do, 1892, 93@99; do, 5s, 1838, —70, 83@88; City Passenger R. R., 17@18; Canton Co., 34@50; Gardner, 0.65@0.95; Am. Gas Coal, 0.50@0.90; Maryland Anthracite Coal, 7½@7¾; George's Creek, 100@105; Santa Clara, 3@5; Balt. Chrome, 0.50@0.40; Bare Hill, 0.35@0.40; Atlantic Coal, 0.55@0.75; Mineral Hill, 0.35@0.40; Baltimore Coal, 160@190.

#### New Orleans and Jackson Railroad.

The prosperous condition of this road is a matter of congratulation. Starting out under rather unfavorable circumstances, it has emerged from its difficulties and embarrassments, and now presents an exhibit which will compare favorably with older and more fortunate institutions. We are pleased to learn that the directors are now prepared to pay the interest on coupons due in New York and here, amounting to about eighty-one thousand dollars; and some sixty thousand dollars have already been remitted to Europe to pay the coupons due there. All of this money is the earning of the road, not one dollar having been borrowed to make the payments mentioned. This speaks well for the present Board of Directors, and evinces great efficiency and good management on the part of those gentlemen charged with the administration of the **Jacks n Railroad**. Persons holding coupons past due would do well to call at the office of the company and have them funded. We trust that the road will continue to prosper in the future as it has done in the short time since its revival.—*N. O. Com. Bulletin Jan. 1.*

 The Southern Pacific Railroad Company, at a recent meeting, elected directors and selected Hon. G. T. Phelps as President.

**Railroad Earnings.—Weekly.**

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 29th, 1866, were ..... \$111,760 00  
Corresponding week of previous year... 107,854 00

Increase..... \$3,906 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Dec., 1866, were..... \$59,616 00  
Corresponding week of previous year.. 55,421 00

Increase..... \$4,195 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Dec., 1866... \$32,466 00  
Corresponding week previous year.... 29,877 93

Increase..... \$2,588 07

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Dec. 1866, were..... \$101,964 89  
Corresponding week of 1865 ..... 107,741 80

Decrease..... \$5,776 91

The earnings of the Chicago and Northwestern Railway for the fourth week in Dec., 1866, were..... \$204,623 00  
Corresponding week of previous year.. 172,168 00

Increase..... \$32,455 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Dec. 27th, 1866, were ..... \$22,044 00  
Corresponding week of 1865..... 22,570 00

Decrease..... \$526 00

The earnings of the Western Union Railroad for the week ending Dec. 31, 1866... \$19,629 20  
Corresponding week previous year.... 12,885 54

Increase..... \$6,743 66

**Journal of Railroad Law.****RUNNING OVER ANIMALS—OBLIGATION OF COMPANY TO FENCE TRACK.**

The case of Bennett against The Chicago and North Western Railroad Company lately decided by the Supreme Court of Wisconsin, decides that the owner of an animal injured by a railway train cannot recover damages under ch. 268, Laws of 1860 of that state by merely showing that near the depot of the company, land occupied by the company for its track, other than its depot grounds, was unfenced; but he must show that the animal got upon the track at a point where the company was bound to maintain a fence, but neglected to do so.

It is also decided that where an animal, permitted by its owner to run at large upon commons adjoining the depot grounds of a railroad company, escapes from such ground upon the railroad track, the company is not liable for injuries done to such animal by one of its trains, unless the injury is inflicted wilfully, or through the gross negligence of the company's servants.

The opinion of the court containing all the facts of the case, was written by

COLE, J.—It appears to us that there was error in the refusal of the circuit court to give the first and sixth special instructions as asked by the defendant on the trial. By the first instruction the court in effect was asked to charge the Jury, that if they were satisfied from the evidence that the plaintiff's colt went upon the track of the railroad from the depot grounds of the company, then the plaintiff could not recover, unless the proof show-

ed that the agents of the company were guilty of gross negligence. The court gave the instruction after striking out the word "Gross." In the sixth instruction the court was asked to instruct the Jury, that if they believed from the evidence that the plaintiff turned his colt at large in the vicinity of the defendant's depot grounds, and the colt went to the track of the road from said grounds, then the plaintiff could not recover, unless the evidence showed that the agents of the company wantonly caused the injury. This instruction the court gave after striking out the word "wantonly" and inserting in lieu thereof the words "negligently or wilfully."

The action was brought to recover damages for injuries done to a colt by a locomotive and train of cars, while the colt was on the railroad track a short distance south of the depot at Juneau. There is a common or uninclosed land, adjoining the depot grounds at that place. The precise limits of the depot grounds are not ascertained, and it does not satisfactorily appear where the colt entered upon the track, whether from the grounds used by the company for depot purposes or from some uninclosed lands near the railroad track where the company was obliged by law to fence its road. But that there was testimony from which a jury might have found that the colt entered upon the railroad track directly from the depot grounds, cannot be denied. This being so, what rule of law would measure the liability of the company upon such a state of facts? Would the company be liable for injuries occasioned by the gross negligence of its servants in the management of its trains, or does the law attach to it a more strict liability under these circumstances?

From the qualifications placed upon the above instructions, the circuit court in effect ruled that where animals were upon the depot grounds of a railroad corporation—where of course they had no right to be—and should pass from such grounds upon the railroad track, and should happen to be injured or killed from the want of ordinary care and diligence on the part of the employees of the company, yet the company is liable in damages for injuries thus occasioned. It is evident that such is really the scope and effect of the instructions as given to the jury; and this is too in a case where the colt was a trespasser, and escaped upon the track from land which the company was under no obligation to fence, now the question is, is this not holding the company to a stricter liability than the principles of the common law will warrant? It appears to us that it is. The authorities upon this subject are fully considered in the case of *Stucke vs. The Mil. and Miss. R. R. Co.*, 9 Wis., 202, and need not be examined here. We do not understand the cases to hold that at common law the company was liable for injuries resulting from a want of ordinary care where the cattle strayed upon the track and depot grounds and were trespassers when injured. The liability of the company growing out of the statute requirement to fence its road, will be hereafter considered. That liability does not affect the present question, since the law expressly provides that the company need not fence its depot grounds. We are now to ascertain whether the company is liable for injuries occasioned by ordinary negligence where cattle escape upon its track from its depot grounds. The instructions assume that the

colt was injured by entering upon the railroad track from such grounds, which the company was not bound to fence and where the colt was a trespasser. And the court ruled that if it received the injury while thus straying upon the track from the depot premises of the railroad company, in consequence of the want of ordinary care and diligence on the part of the servants, then the company must respond in damages. This is not a case where the colt broke from some inclosure and strayed upon the road. For the plaintiff himself testified that he turned the colt out on the common about a week before it was injured. Now in permitting the colt to run at large on a common adjoining the railroad and depot grounds, from whence he would probably, if not certainly, stray upon the track and be exposed to collision with trains of cars passing by, thereby endangering the lives and persons on all trains, the plaintiff himself was guilty of very great negligence. In the language of the Chief Justice, used in giving the opinion in the case of *Goss* against this same defendant, reported in the 17th Wis., 428: "If the owner rashly or carelessly allows his oxen or horses to go upon the road, and they are killed by the gross negligence of the company or its servants, it is gross negligence against gross negligence, and there can be no apportionment of damages. In such a case it would seem that nothing short of proof of wanton or malicious injury would entitle him to compensation." P. 433. These remarks are strictly applicable to the facts of this case in the aspect we have been thus far considering it. Therefore the error of the court in refusing to give the above instructions is clear and manifest.

It is claimed, however, that the company is liable because it has failed to comply with chap. 268, Laws of 1860, which imposes upon railroad companies the duty of building and maintaining suitable fences on each side of their roads, with proper cattle guards at the crossings. The statute certainly imposes upon railroad companies this duty; but, as already said, it expressly excepts all depot grounds. Now it is insisted that the evidence shows that the road was not fenced where the depot grounds terminated at Juneau, and that consequently the company is liable irrespective of the question of negligence. The extent of the depot grounds at Juneau is not clearly defined and ascertained, and we are hardly authorized to assume on this record that the company has failed to comply with the law of 1860 in omitting to fence its road at that place. It appears that considerable land is used at that station for depot purposes, but precisely how much is left in doubt and uncertainty. Now if the plaintiff rests the liability of the company on the ground that it has omitted to build and maintain fences as required by statute, then he should show that in consequence of this neglect of duty he has sustained an injury; in other words, that in consequence of the neglect of the company to fence its road where it was bound to fence it, his colt strayed from premises which were not depot grounds, on the railroad track at a place where the law compelled the company to build and maintain a fence, and was injured, then doubtless the company would be liable for any damages sustained by reason of such neglect, without reference to the question whether there was negligence



in the management of the train at the time of the injury or not. *McCall vs. Chamberlain*, 18 Wis., 637, and authorities there cited. But if the colt entered upon the track from the depot grounds, which the company was not obliged to fence, then a different rule could apply.

We think these remarks dispose of the case. The judgment of the circuit is reversed, and a new trial ordered.

#### Metropolitan (Horse) Railroad.

The earnings of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers and tickets sold .....	\$637,689 23	\$736,355 90
From other roads, as toll or rent for use of road .....	2,763 74	5,709 81
From other sources.....	11,149 78	11,348 86
Total earnings.....	\$651,602 75	\$753,414 57
Expenses .....	693,744 74	639,941 69
Excess of expenses .....	\$42,141 99	
Net earnings .....		\$113,472 88
From which deduct deficit of 1865...		40,438 57
Leaving a surplus of.....		\$73,034 31

The balance carried forward from 1864 was \$31,703 42; the excess of expenses, in 1865, as above, was \$42,141 99—deficiency, \$10,438 57; to which add dividends in 1865, 3 per cent., \$30,000—making a total deficit, in 1865, as above, of \$40,438 57. This amount deducted from the large earnings of 1866, leaves a surplus at the close of the year of \$73,034 31, from which a dividend of five per cent. was declared payable on the 1st of January inst.

The assets and liabilities of the company on the 30th of November, 1866, were as follows:

ASSETS.	
Road .....	\$895,557 31
Real estate and buildings .....	254,262 37
153 cars .....	118,893 92
4 steam passenger cars .....	24,579 02
837 horses .....	104,021 69
Sleighs and coaches .....	60,244 45
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, &c.....	43,919 22
Hay, straw and grain.....	4,940 27
Cash and sundry accounts.....	4,920 63
Land on Tremont street.....	32,671 85
	\$1,544,010 73
LIABILITIES.	
Capital stock.....	\$1,250,000 00
Notes payable.....	100,000 00
Sundry acc'ts payable .....	27,454 50
Outstanding tickets .....	11,642 02
	1,389,096 52
Excess over liabilities .....	\$154,914 21

The re-valuation of the above assets, now figured at their cost, would considerably increase the above excess.

This shows an increase of \$2,595 61 in cost of road over 1865, arising from the payment of bills contracted in that year for the extension into Chelsea.

The cars and other vehicles of the company have run during the year ending November 30, 1866, 275,849 round trips, have run during the same period, 2,005,820 miles, and carried in all, 12,236,305 passengers, being an average of 5,495 miles run, and 33,524 passengers carried for each day in the year.

The following is a comparative statement of the business of the road from 1861 to 1866, inclusive:

	Number of Passengers.	Receipts.	Cost per mile run cents.
1861 .....	5,810,119	\$286,270 15	.....
1862 .....	6,163,877	300,806 52	18.14
1863 .....	8,153,110	388,616 51	21.55
1864 .....	11,298,074	580,043 01	27.65
1865 .....	11,263,118	651,602 75	34.92
1866 .....	12,236,305	753,414 57	31.90

The general condition of the road is excellent; no effort has been spared to keep it in good repair.

New rails of approved pattern, 45 pounds weight to the yard, have been put down from Montgomery Place to Court street, on Tremont street, and from the junction of Cornhill to Essex street, on Washington street. The cost of the iron only, \$5,142 02, has been charged to depreciation account, the only item to the debtor of that account during the year.

The additions to the equipment in buildings, cars, sleighs, &c., with the exception of \$1,000, arise from purchases and contracts made in 1865, and amount to.....\$17,365 82 Met in part by sales of real estate, etc., the past year..... 10,591 00

Increase in equipment account.....\$8,774 82

The horses are in excellent condition for service. The mortality for the year has been but 2.68 per cent. notwithstanding the trying and continuous heat of the last summer and the constant work required.

The contract with the Dedham and West Roxbury Railroad Co., which expired on the 30th of June last, has not been extended. The contract with the Middlesex Railroad Co., was also terminated on the 24th of November.

Early in August last the rates of fare were reduced to twenty tickets for one dollar to any part of Roxbury, free of the U. S. Government tax.

All State, City and County, and U. S. Government taxes upon the capital stock and property of the corporation, amounting the past year to \$36,797 18, have been paid from the earnings and charged to the expenses of the road; the shareholders are therefore exempted from all taxation upon their investments in this company, except from the excess of individual income over \$5,000.

#### Illinois and Michigan Canal.

The Governor of Illinois, in his recent message to the Legislature, speaking of the enlargement of the Illinois and Michigan Canal and Illinois River to the Mississippi, says: "The river and canal belong to the State, but our people are willing that both should be made available for the commerce of the country. We very much desire additional facilities for an outlet and inlet of the growing and suffering commerce of the Northwest; our abundant surplus produce must get to market without being choked to death. Neither the United States nor Illinois can afford to cramp commerce, or permit it to be delayed with local hindrance. It is folly to talk about encouraging agriculture and manufactures, and attempt to squeeze both to market through overland and arbitrary channels of trade. He also says this is eminently a national work, and the Washington Government ought to be respectfully but urgently beseeched through our representatives in Congress, and by every other proper and available influence, to make appropriations at once for this object."

#### The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Dec. 1, 1866.	Jan. 1, 1867.
Debt bearing int. in coin.....	\$1,371,068,591 80	\$1,400,490,741 80
Debt bearing interest in currency..	857,622,890 00	832,379,440 00
Matured debt not present- ed .....	22,605,794 71	16,518,589 31
Debt bearing no interest.	433,698,598 93	425,673,334 32
Total.....	\$2,684,995,875 44	\$2,675,062,505 43
Coin in Treas- ury.....	\$95,168,816 15	\$97,841,567 75
Currency....	40,195,821 07	33,895,765 04
	\$135,364,637 22	\$131,737,332 79

Debt less cash in the Treas- ury.....\$2,549,631,238 22 \$2,543,325,172 04

The total debt shows a decrease since the 1st of December of \$9,993,370 01. The balance in the Treasury shows a decrease, as compared with December 1st, of \$3,827,304 43. Deducting the amount on hand from the aggregate debt, both on the 1st of December and the 1st of January, the decrease of debt would be \$6,306,065 58. The total debt on the 31st of August, 1865, stood at \$2,845,907,626 56. The balance in the Treasury at that date amounted to \$88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of January, 1867, and the actual decrease in the Public Debt since that period has been \$214,364,398 79.

#### Atlantic and Pacific Railroad.

Negotiations for merging the Southwest Pacific Railroad into the Atlantic and Pacific Railroad were concluded on the 7th inst., and Henry H. Ward, Leonard W. Jerome, Robert L. Cutting, President of the Board of Brokers; Paul S. Forbes and Charles Gould were elected to the Board of Directors of the latter company. Instructions have been forwarded to the contractors on the Southwest Pacific Railroad to place an additional force of fifteen hundred men on the work of construction west of the Gasconade river.

#### Kent County Railroad.

We learn from the Chestertown, Md., *News*, that the first survey for the location of this road has been completed. The distance from Massey's Cross Roads to Rock Hall is a little less than 23 miles, which will make the road, estimating the distance from the former place to the proposed connection with the Delaware road, about thirty-three miles in length. The country of which the survey was made was found to be for the most part level and well adapted to railroad purposes, for three miles south of Massey's Cross Roads there not being encountered a grade of three feet. More stock, however, is necessary to be taken before the road can be made.

The directors of the Pensacola Railroad have entered into a contract for the reconstruction of their road from Pensacola to its intersection with the roads from Mobile to Montgomery, at Pollard. The work of cutting cross-ties has already been commenced, and, according to the terms of the contract, the road will be completed in five months.

**Connecticut and Passumpsic Rivers R. R.**  
The receipts of this company for the six months ending November 30, 1866, were:

Passengers .....	\$109,999 51
Freights .....	167,212 24
Mail, express, rents, .....	8,053 73

\$285,265 48

**Expenses, viz:**

Car and locomotive repairs .....	\$36,632 95
Road repairs .....	44,892 79
Bridge repairs .....	767 55
Building repairs .....	2,721 62
Fuel .....	20,403 60
Losses .....	1,375 55
Freight expense .....	12,058 73
Passenger expense .....	7,662 17
Oil and waste .....	4,649 00
General expenses (including taxes) ..	10,145 58
Insurance .....	515 64
Tools and machinery to replace those lost by fire .....	20,823 11

\$162,648 29

Net .....	\$122,617 19
Corresponding 6 months, 1865 .....	135,909 90

Decrease .....

**Finances of Ohio.**

From the Report of the Commissioners of the Sinking Fund we learn that the total funded debt of the State, May 15th, 1866, was \$12,511,197 01. Since that date there has been redeemed of the foreign loan of 1880 .....

Of the foreign loan of 1865 .....

Outstanding November 15, 1866 .....

The existing funded debt of the State consists of the following loans:

**FOREIGN DEBT—PAYABLE IN NEW YORK.**

Loan payable after Dec. 31, 1860, not bearing interest .....	\$24,000 00
Loan payable after Dec. 31, 1860, bearing 6 per cent. interest .....	444,022 25
Loan payable after Dec. 31, 1865, not bearing interest .....	7,000 00
Loan (Union) payable July 1, 1868, bearing 6 per cent. interest .....	379,866 00
Loan payable after Dec. 31, 1870 ..	2,183,531 93
Loan payable after Dec. 31, 1875 ..	1,600,000 00
Loan payable after Dec. 31, 1881 ..	4,095,309 47
Loan payable after Dec. 31, 1886 ..	2,400,000 00

Total foreign debt .....

**DOMESTIC DEBT—PAYABLE AT COLUMBUS.**

Stock of 1849, not bearing interest .....	\$1,765 00
National road bonds, not bearing interest .....	60 36
Union loan of 1868, bearing 6 per cent. interest .....	279,213 13
Union loan of 1870, bearing 6 per cent. interest .....	400,000 00

Total domestic debt .....

Total funded debt Nov. 15, 1866 .....

During the fiscal year the public debt of the State was decreased by \$1,097,246 31. In addition to this actual reduction, the sum of \$29,000 had ceased to draw interest, the parties holding it having been notified to present the stocks for redemption.

At the date of the report, the Commissioners were in funds to redeem the entire outstanding principal of the loan of 1860; and the holders

were notified to present the same at the Ohio State Agency in this city on the 1st inst., for redemption, after which interest would cease.

The receipts into the Sinking Fund, and the disbursements therefrom, during the six months covered by the report, were as follows:

**RECEIPTS.**

Balance in Treasury, May 15, 1866 ..	\$260,849 56
From taxes—sinking fund .....	389,377 32
From taxes—war loan .....	43,274 93
From school lands .....	24,568 24
From surplus revenue .....	4,732 09
From sale of stock, dividends, etc. ..	157,009 84
From soldiers' relief fund .....	338,656 00
Agricultural College land scrip .....	189,871 60

Total receipts .....

**DISBURSEMENTS.**

Redemption of foreign loans .....	\$476,966 40
Interest on foreign debt .....	340,226 00
Interest on Union loan ..	32,285 31
Interest on irreducible debt .....	113 84
Expense of N. Y. Office ..	2,049 70
Expense of home office ..	1,446 66
Expense of Commissioners .....	550 00

Total disbursements .....

Balance in Treasury, Nov. 15, 1866 ..

**"Dummies" Looking Up.**

The Boston *Traveller* says that the Woodbury steam car seems likely to take the place of locomotives hereafter for light trains on all short steam roads, to give greater accommodation, with reduced fares, and at the same time make more money. One of them ran from Boston to Salem the other day, sixteen miles, in thirty-eight minutes, including stops.

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Profiles will be ready for examination on and after 15th January.

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Chief Engineer.



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In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

**EDWARD H. WILLIAMS,**  
General Superintendent,  
AMERICAN WATCH COMPANY, Waltham.

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Yours respectfully,  
**CHARLES WILSON, G. Chief Engineer,**  
Brotherhood of Locomotive Engineers,  
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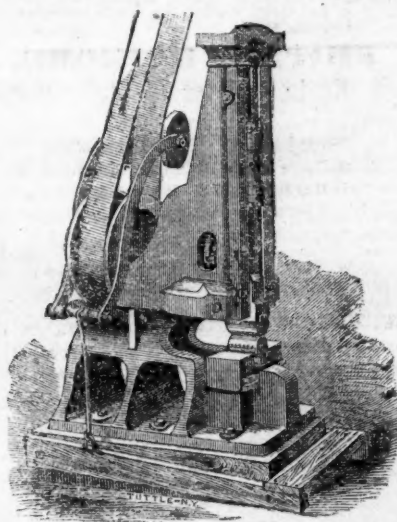
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Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

**Atlantic and Great Western Railway Co.**  
**(CONSOLIDATED.)**

**SECRETARY'S OFFICE,**  
**MEADVILLE, PA., DEC. 1, 1866.**

**NOTICE** is hereby given that the second annual election of twenty-one (21) Directors of this Company, and also of three (3) Inspectors, or Judges, of the succeeding election, will be held at the office of the Company, in the City of Meadville, Pa., on Tuesday, the eighth (8th) day of January, 1867.

The poll will be open at 2 p. m. and close at 4 p. m. The Transfer Books will close on the twenty-fifth (25th) day of December, and open the day after the election.

**J. C. CALHOUN, Secretary.**

5149

THE  
Sterling Iron and Railway Co.,  
Office No. 42 Pine St., New York,  
Offer for sale at lowest market rates, in quantities to  
suit purchasers,

THEIR SUPERIOR  
**MAGNETIC IRON ORE,**  
for Blast and Pudding Furnaces; also  
"STERLING"

**CHARCOAL PIG IRON**

AND  
**ANTHRACITE PIG IRON.**  
J. DUTTON STEELE, President.

RICHARD W. TYSON & CO.,  
Baltimore Rivet & Spike Works,  
BALTIMORE, MD.  
MANUFACTURERS OF  
HOOK AND FLAT HEAD  
**RAILROAD SPIKES,**  
BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,  
All of Best Quality Iron.

CALEB H. MALIN, HANSON E. ATKINS, GEO. MALIN,  
**Caleb H. Malin & Co.,**  
COMMISSION MERCHANTS  
FOR THE SALE OF  
Pig, Railroad, Boiler and Merchant Bar  
**IRON,**  
RAILROAD SPIKES AND CHAIRS.  
T Rails from 18 to 64 lbs. per yard. Street Rails, 33,  
45 and 66 lbs. per yard.  
No. 333 Walnut Street,  
PHILADELPHIA

20,000  
**Phoenix Railroad Chairs**  
FOR SALE.  
To Suit a 50 to 52 lb. T. Rail,  
**ERIE PATTERN.**  
FOWLE & CO.,  
70 Broadway.

Pacific Mail Steamship Company's  
THROUGH LINE TO  
**CALIFORNIA,**  
And Carrying the U. S. Mail,  
VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF  
Canal Street, at 12 o'clock noon, as follows:  
Dec. 31.—NEW YORK, Capt. G. W. Furber, connect-  
ing with CONSTITUTION, Capt. Oaverly.  
Jan. 1.—HENRY CHAUNCEY, Capt. A. G. Gray,  
connecting with GOLDEN AGE, Capt. Lapidge.  
Jan. 21.—RISING STAR, Capt. T. A. Harris connect-  
ing with GOLDEN CITY, Capt. I. T. Watkins.  
All Departures touch at ACAPULCO; those of 1st  
and 21st connect at Panama with steamers for SOUTH  
PACIFIC PORTS, 1st and 11th for CENTRAL AMER-  
ICAN PORTS. Those of 1st touch at MANZANILLO.  
Departure of 11th each month connects with the new  
steam line from Panama to Australia and New Zealand.  
Steamer of March 11, 1867, will connect with the  
Company's steamer COLORADO, to leave San Francisco  
for Yokohama and Hong Kong on April 3, 1867.  
100 Pounds Baggage allowed each adult. Medicine  
and attendance free. For Passage Tickets and all further  
information apply at the office, on the wharf foot of  
Canal Street, North River, New York.  
S. K. HOLMAN, Agent.

**Collins Iron Company,**  
MANUFACTURERS OF  
**CHARCOAL PIG IRON,**  
At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in  
the Pig, and when "puddled" for Boiler Plate, Sheet  
Iron, or Merchant Bar, is equal to Swedes, Russia or Nor-  
way Irons.

Number Three, a fine close grain Iron, particularly  
adapted for "Malleable Castings." Numbers four and  
five, "Mottled" and "White," when mixed with the  
"Gray Iron," make superior Car Wheels.

**TENSILE STRENGTH,**

As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, pub-  
lished in the United States Senate Documents, Special  
Session, March, 1861, page 80, say: "To show the com-  
parative quality of this Iron, we give the results of the  
various experiments of Professor Walter R. Johnson, on  
the tenacity of Bar Iron, from localities both at home and  
abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn.	58,009
" " Sweden	58,184
" " Center Co., Pa.	59,400
" " McIntyre, Essex Co., N. Y.	59,962
" " England, (Cable Bolt,) E. V.	59,105
" " Lancaster Co., Pa.	58,661
" " Russia	76,069
" " C. R. Lake Superior	89,582

Extract from Letter of Engineer-in-Chief "MARTIN"  
to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF,  
Washington, Sept. 12, 1855.

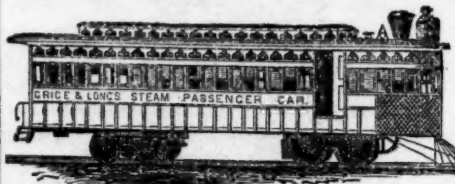
" " " " A piece was drawn down to 1 1/4 inch  
diameter, (round,) made into a chain link, tested in the  
chain-proving machine, and broke at 109,120 pounds.  
(Signed,) D. B. MARTIN,  
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.  
OFFICE: 48 Pine St., New York.  
**C. A. TROWBRIDGE,**  
Secretary and General Agent.

C. SHALER SMITH, C. H. LATROBE,  
Late Eng'r and Arch't of Pow- Late Chief Eng'r Penna-  
der Mills and Gov't Works, cola and Georgia  
Augusta, Ga. Railroad.

**SMITH & LATROBE,**  
Civil Engineers and Bridge Builders,

WITH  
Benjamin H. Latrobe,  
Late Chief Eng'r Baltimore & Ohio R. R.  
CONSULTING ENGINEER,  
No. 7 Law Buildings, Baltimore, or Charlotte, N. C.



**GRICE & LONG,**  
PATENTEES OF  
Steam Passenger Cars,

AND BUILDERS OF ALL  
Description of Cars,  
AND  
Engineers & Machinists.

FULTON WORKS,  
1340 BEACH ST. PHILADELPHIA.  
CAR WORKS,  
TRENTON, NEW JERSEY.  
OFFICE,  
182 Broadway, NEW YORK.

**RAILROAD IRON.**  
Steel Rails, Tyres & Axles.

The undersigned, Agents for Manufacturers in England  
and Wales, are prepared to contract for Rails, Erie or  
Street pattern, to be shipped from British ports, or deliv-  
ered ex ship in New York or other ports in the U. S.

ORDERS EXECUTED FOR  
MERCHAND IRON, STEEL,  
and all descriptions of metals.

2,000 TONS GUEST'S G. L. RAILS  
In port and to arrive.

**CHAS. CONGREVE & SON,**  
104 and 106 John Street,  
Opposite Cliff, New York.

American, Welch and Belgian Rails,  
OF BEST QUALITY AND VARIOUS WEIGHTS  
FROM WORKS, YARD OR  
EUROPEAN SHIPPING PORT.

For Sale by  
**HEYERDAHL, KETTELL & CO.,**  
22 William Street, New York.

**RAILROAD IRON, &c.**

THE SUBSCRIBERS, Sole Agents in the United States  
and Canada, for Messrs. GUEST & CO., of London, are  
always prepared to contract for their celebrated make of  
G. L. Rails, and Merchant Bar Iron, at current market  
rates. The Undersigned are also prepared to supply  
Guest & Co's well known manufacture of Steel headed,  
and Solid Steel Rails, Angles, Plates, &c.

**R. & J. MAKIN,**  
No. 53 Beaver Street, N. Y.

**RAILROAD IRON.**

ENGLISH and American Iron for DELIVERY IN  
NEW YORK. Chairs Phoenix Pattern. Chairs  
Old Pattern. Spikes, 5 1/2 x 9-10. Spikes, 5 1/2 x 8.

**FOWLE & CO.,**  
No. 70 Broadway, New York.

**RAILROAD IRON.**

ENGLISH and AMERICAN Railroad Iron for de-  
livery in New York and other markets in the United  
States and England. For sale by

**S. W. HOPKINS & CO.,**  
69 & 71 Broadway, New York.

**RAILROAD IRON.**

1,500 TONS RAILS ERIE PATTERN, 50 lbs.  
per yard, Guest & Co's make. Also 66  
and 68 lb. Rails now ready for delivery.

**PERKINS, LIVINGSTON & POST,**  
54 Exchange Place.

**RAILROAD IRON.**

2,500 TONS RAILROAD IRON, 50 lbs. per  
yard.  
5,000 Tons Railroad Iron, 56 lbs. per yard.

In yard and on shipboard to arrive. All New York and  
Erie pattern, of best English make, and inspected at the  
works. For sale by

**DEHON, CLARK & BRIDGES,**  
28 Beaver Street

**RAILROAD IRON.**

THE undersigned, agents for the manufacturers, are pre-  
pared to contract to deliver best quality American  
or Welsh Rails, and of any required weight and pattern

**PERKINS, LIVINGSTON & POST,**  
54 Exchange Place,  
NEW YORK.

**RAILROAD IRON.**

THE undersigned, agents for the manufacturers, are  
prepared to make CONTRACTS FOR RAILS  
delivered free on board at ports in England, or ex ship at  
ports in the United States.

**M. K. JESUP & COMPTON,**  
84 Broadway.

New York, 1st January, 1866.